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Hongkong Daily Press.

ESTABLISHED 1877.

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INTIMATIONS

GREEN ISLAND CEMENT COMPANY
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In Bags 350 lbs. net.
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casing 14" deep on the outside, are especially
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1898

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TIME TABLE

WEEK DAYS.	
2.00 a.m. to 3.30 a.m.	Every 15 minutes
3.30 " to 10.00 " "	10 "
10.00 " to 11.00 " "	15 "
11.00 " to 12.45 p.m.	15 "
12.45 p.m. to 1.15 " "	10 "
1.15 " to 1.45 " "	15 "
1.45 " to 2.15 " "	15 "
2.15 " to 3.00 " "	15 "
3.00 " to 3.30 " "	10 "
NIGHTS CARS as on Week Days.	
6.50 p.m. and 8.00 p.m.	Every Half Hour.
1.00 p.m. to 11.45 p.m.	Every Quarter Hour.
SUNDAYS.	
7.30 a.m.	
8.00 " to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 a.m.	10 "
11.30 " to 12.00 noon	15 "
12.00 noon to 1.00 p.m.	15 "
1.00 p.m. to 5.30 " "	15 "
5.30 " to 6.00 " "	10 "
6.00 " to 6.30 " "	15 "
6.30 " to 8.30 " "	15 "
8.30 " to 9.00 " "	10 "
9.00 " to 9.30 " "	15 "
9.30 " to 10.30 p.m.	15 "
10.30 " to 11.00 p.m.	10 "
11.00 p.m. to 11.45 p.m.	15 "
NIGHTS CARS as on Week Days.	
Extra Car at 12 Midnight.	

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central, tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
ticket will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Comptroller Order representing Bank
Notes.
JOHN D. HUMPHREYS & SON,
General Managers. 1898

KOWLOON-CANTON RAILWAY.

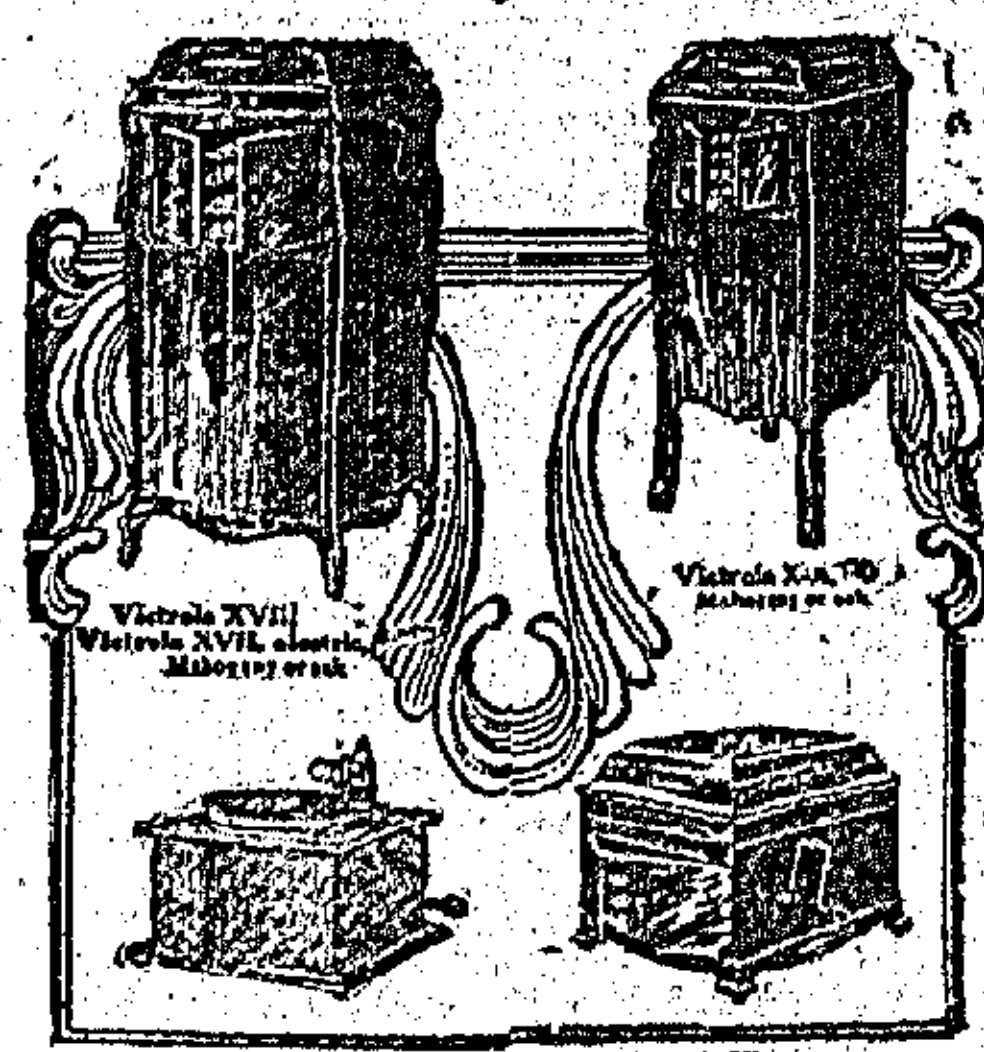
TIME-TABLE.

On and after MONDAY, 10th JUNE, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 5 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Local p.m.	No. 17 Through Express p.m.	No. 19 Local p.m.	No. 21 Through Express p.m.	No. 23 Local p.m.
CANTON (Ta Shu Tsu)	7.30	8.35	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45
Shek Lung	7.40	8.45	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55
Shum Chun	7.50	8.55	9.05	10.05	11.05	12.05	13.05	2.05	3.05	4.05
Shum Shui	8.00	9.05	9.15	10.15	11.15	12.15	13.15	2.15	3.15	4.15
Paoting	8.10	9.15	9.25	10.25	11.25	12.25	13.25	2.25	3.25	4.25
Yuenai	8.20	9.25	9.35	10.35	11.35	12.35	13.35	2.35	3.35	4.35
Yuenai Market	8.30	9.35	9.45	10.45	11.45	12.45	13.45	2.45	3.45	4.45
Yuenai	8.40	9.45	9.55	10.55	11.55	12.55	13.55	2.55	3.55	4.55
Shatin	8.50	9.55	10.05	11.05	12.05	13.05	14.05	3.05	4.05	5.05
Yuenai	9.00	10.05	10.15	11.15	12.15	13.15	14.15	3.15	4.15	5.15
Yuenai	9.10	10.15	10.25	11.25	12.25	13.25	14.25	3.25	4.25	5.25
Yuenai	9.20	10.25	10.35	11.35	12.35	13.35	14.35	3.35	4.35	5.35
Yuenai	9.30	10.35	10.45	11.45	12.45	13.45	14.45	3.45	4.45	5.45
Yuenai	9.40	10.45	10.55	11.55	12.55	13.55	14.55	3.55	4.55	5.55
Yuenai	9.50	10.55	11.05	12.05	13.05	14.05	15.05	4.05	5.05	6.05
Yuenai	10.00	11.05	11.15	12.15	13.15	14.15	15.15	4.15	5.15	6.15
Yuenai	10.10	11.15	11.25	12.25	13.25	14.25	15.25	4.25	5.25	6.25
Yuenai	10.20	11.25	11.35	12.35	13.35	14.35	15.35	4.35	5.35	6.35
Yuenai	10.30	11.35	11.45	12.45	13.45	14.45	15.45	4.45	5.45	6.45
Yuenai	10.40	11.45	11.55	12.55	13.55	14.55	15.55	4.55	5.55	6.55
Yuenai	10.50	11.55	12.05	13.05	14.05	15.05	16.05	5.05	6.05	7.05
Yuenai	11.00	12.05	12.15	13.15	14.15	15.15	16.15	5.15	6.15	7.15
Yuenai	11.10	12.15	12.25	13.25	14.25	15.25	16.25	5.25	6.25	7.25
Yuenai	11.20	12.25	12.35	13.35	14.35	15.35	16.35	5.35	6.35	7.35
Yuenai	11.30	12.35	12.45	13.45	14.45	15.45	16.45	5.45	6.45	7.45
Yuenai	11.40	12.45	12.55	13.55	14.55	15.55	16.55	5.55	6.55	7.55
Yuenai	11.50	12.55	13.05	14.05	15.05	16.05	17.05	6.05	7.05	8.05
Yuenai	12.00	13.05	13.15	14.15	15.15	16.15	17.15	6.15	7.15	8.15
Yuenai	12.10	13.15	13.25	14.25	15.25	16.25	17.25	6.25	7.25	8.25
Yuenai	12.20	13.25	13.35	14.35	15.35	16.35	17.35	6.35	7.35	8.35
Yuenai	12.30	13.35	13.45	14.45	15.45	16.45	17.45	6.45	7.45	8.45
Yuenai	12.40	13.45	13.55	14.55	15.55	16.55	17.55	6.55	7.55	8.55
Yuenai	12.50	13.55	14.05	15.05	16.05	17.05	18.05	7.05	8.05	9.05
Yuenai	13.00	14.05	14.15	15.15	16.15	17.15	18.15	7.15	8.15	9.15
Yuenai	13.10	14.15	14.25	15.25	16.25	17.25	18.25	7.25	8.25	9.25
Yuenai	13.20	14.25	14.35	15.35	16.35	17.35	18.35	7.35	8.35	9.35
Yuenai	13.30	14.35	14.45	15.45	16.45	17.45	18.45	7.45	8.45	9.45
Yuenai	13.40	14.45	14.55	15.55	16.55	17.55	18.55	7.55	8.55	9.55
Yuenai	13.50	14.55	15.05	16.05	17.05	18.05	19.05	8.05	9.05	10.05
Yuenai	14.00	15.05	15.15	16.15	17.15	18.15	19.15	8.15	9.15	10.15
Yuenai	14.10	15.15	15.25	16.25	17.25	18.25	19.25	8.25	9.25	10.25
Yuenai	14.20	15.25	15.35	16.35	17.35	18.35	19.35	8.35	9.35	10.35
Yuenai	14.30	15.35	15.45	16.45	17.45	18.45	19.45	8.45	9.45	10.45
Yuenai	14.40	15.45	15.55	16.55	17.55	18.55	19.55	8.55	9.55	10.55
Yuenai	14.50	15.55	16.05	17.05	18.05	19.05	20.05	9.05	10.05	11.05
Yuenai	15.00	16.05	16.15	17.15	18.15	19.15	20.15	9.15	10.15	11.15
Yuenai	15.10	16.15	16.25	17.25	18.25	19.25	20.25	9.25	10.25	11.25
Yuenai	15.20	16.25	16.35	17.35	18.35	19.35	20.35	9.35	10.35	11.35
Yuenai	15.30	16.35	16.45	17.45	18.45	19.45	20.45	9.45	10.45	11.45
Yuenai	15.40	16.45	16.55	17.55	18.55	19.55	20.55	9.55	10.55	11.55
Yuenai	15.50	16.55	17.05	18.05	19.05	20.05	21.05	10.05	11.05	12.05
Yuenai	16.00	17.05	17.15	18.15	19.15	20.15	21.15	10.15	11.15	12.15
Yuenai	16.10	17.15	17.25	18.25	19.25	20.25	21.25	10.25	11.25	12.25
Yuenai	16.20	17.25	17.35	18.35	19.35	20.35	21.35	10.35	11.35	12.35
Yuenai	16.30	17.35	17.45	18.45	19.45	20.45	21.45	10.45	11.45	12.45
Yuenai	16.40	17.45	17.55	18.55	19.55	20.55	21.55	10.55	11.55	12.55
Yuenai	16.50	17.55	18.05	19.05	20.05	21.05	22.05	11.05	12.05	13.05
Yuenai	17.00	18.05	18.15	19.15	20.15	21.15	22.15	11.15	12.15	13.15
Yuenai	17.10	18.15	18.25	19.25	20.25	21.25	22.25	11.25	12.25	13.25
Yuenai	17.20	18.25	18.35	19.35	20.35	21.35	22.35	11.35	12.35	13.35
Yuenai	17.30	18.35	18.45	19.45	20.45	21.45	22.45	11.45	12.45	13.45
Yuenai	17.40	18.45	18.55	19.55	20.55	21.55	22.55	11.55	12.55	13.55
Yuenai	17.50	18.55	19.05	20.05	21.05	22.05	23.05	12.05	13.05	14.05
Yuenai	18.00	19.05	19.15	20.15	21.15	22.15	23.15	12.15	13.15	14.15
Yuenai	18.10	19.15	19.25	20.25	21.25	22.25	23.25	12.25	13.25	14.25
Yuenai	18.20	19.25	19.35	20.35	21.35	22.35	23.35	12.35	13.35	14.35
Yuenai	18.30	19.35	19.45	20.45	21.45	22.45	23.45	12.45	13.45	14.45
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Yuenai	18.50	19.55	20.05	21.05	22.05	23.05	24.05	13.05	14.05	15.05
Yuenai	19.00	20.05	20.15	21.15	22.15	23.15	24.15	13.15	14.15	15.15
Yuenai	19.10	20.15	20.25	21.25	22.25	23.25	24.25	13.25	14.25	15.25
Yuenai	19.20	20.25	20.35	21.35	22.35	23.35	24.35	13.35	14.35	15.35
Yuenai	19.30	20.35	20.45	21.45	22.45	23.45	24.45	13.45	14.45	15.45
Yuenai	19.40	20.45	20.55	21.55	22.55	23.55	24.55	13.55	14.55	15.55
Yuenai	19.50	20.55	21.05	22.05	23.05	24.05	25.05	14.05	15.05	16.05
Yuenai	20.00	21.05	21.15	22.15	23.15	24.15	25.15	14.15	15.15	16.15
Yuenai	20.10	21.15	21.25	22.25	23.25	24.25	25.25	14.25	15.25	16.25
Yuenai	20.20	21.25	21.35	22.35	23.35	24.35	25.35	14.35	15.35	16.35
Yuenai	20.30	21.35	21.45	22.45	23.45	24.45	25.45	14.45	15.45	16.45
Yuenai	20.40	21.45	21.55	22.55	23.55	24.55	25.55	14.55	15.55	16.55
Yuenai	20.50	21.55	22.05	23.05	24.05	25.05	26.05	15.05	16.05	17.05
Yuenai	21.00	22.05	22.15	23.15	24.15	25.15	26.15	15.15	16.15	17.15
Yuenai	21.10	22.15	22.25	23.25	24.25	25.25	26.25	15.25	16.25	17.25
Yuenai	21.20	22.25	22.35	23.35	24.35	25.35	26.35	15.35	16.35	17.35
Yuenai	21.30	22.35	22.45	23.45	24.45	25.45	26.45	15.45	16.45	17.45
Yuenai	21.40	22.45	22.55	23.55	24.55	25.55	26.55	15.55	16.55	17.55
Yuenai	21.50	22.55	23.05	24.05	25.05	26.05	27.05	16.05	17.05	18.05
Yuenai	22.00	23.05	23.15	24.15	25.15	26.15	27.15	16.15	17.15	18.15
Yuenai	22.10	23.15	23.25	24.25	25.25	26.25	27.25	16.25	17.25	18.25
Yuenai	22.20	23.25	23.35	24.35	25.35	26.35	27.35	16.35	17.35	18.35
Yuenai	22.30	23.35	23.45	24.45	25.45	26.45	27.45	16.45	17.45	18.45
Yuenai	22.40	23.45	23.55	24.55	25.55	26.55	27.55	16.55	17.55	18.55
Yuenai	22.50	23.55	24.05	25.05	26.05	27.05	28.05	17.05	18.05	19.05
Yuenai	23.00	24.05	24.15	25.15	26.15	27.15	28.15	17.15	18.15	19.15
Yuenai	23.10	24.15	24.25	25.25	26.25	27.25	28.25	17.25	18.25	19.25
Yuenai	23.20	24.25	24.35	25.35	26.35	27.35	28.35	17.35	18.35	19.35
Yuenai	23.30	24.35	24.45	25.45	26.45	27.45	28.45	17.45	18.45	19.45
Yuenai	23.40	24.45	24.55	25.55	26.55	27.55	28.55	17.55	18.55	19.55
Yuenai	23.50	24.55	25.05	26.05	27.05	28.05	29.05	18.05	19.05	20.05
Yuenai	24.00	25.05	25.15	26.15	27.15	28.15	29.15	18.15	19.15	20.15
Yuenai	24.10	25.15	25.25	26.25	27.25	28.25	29.25	18.25	19.25	20.25
Yuenai	24.20	25.25	25.35	26.35	27.35	28.35	29.35	18.35	19.35	20.35
Yuenai	24.30	25.35	25.45	26.45	27.45	28.45	29.45	18.45	19.45	20.45
Yuenai	24.40	25.45	25.55	26.55	27.55	28.55	29.55	18.55	19.55	20.55
Yuenai	24.50	25.55	26.05	27.05	28.05	29.05	30.05	19.05	20.05	21.05
Yuenai	25.00	26.05	26.15	27.15	28.15	29.15	30.15	19.15	20.15	21.15
Yuenai	25.10	26.15	26.25	27.25	28.25	29.25	30.25	19.25	20.25	21.25
Yuenai	25.20	26.25	26.35	27.35	28.35	29.35	30.35	19.35	20.35	21.35
Yuenai	25.30	26.35	26.45	27.45	28.45	29.45	30.45	19.45	20.45	21.45
Yuenai	25.40	26.45	26.55	27.55	28.55	29.55	30.55	19.55	20.55	21.55
Yuenai	25.50	26.55	27.05							

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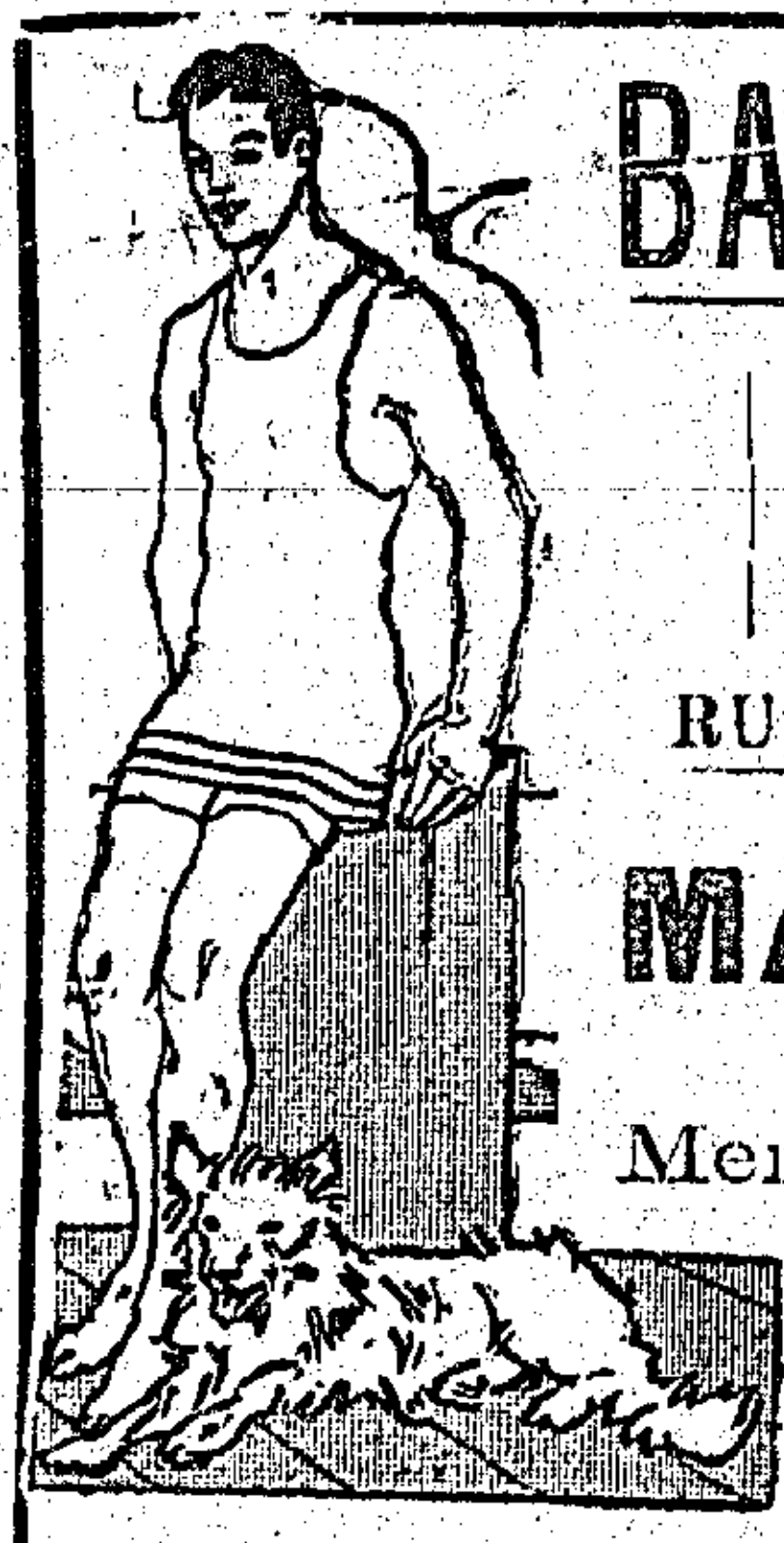


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[1331]

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[867]

SEAMEN'S BOYCOTT— PENALTY FOR U-BOAT CRIMES— 15,000 BRITONS MURDERED.

Mr. Havelock Wilson, President of the Seamen and Firemen's Union, has made a statement on the subject of the sacrifices of our mercantile marine and the future punishment of the murderers. He said:—

I shall be well within the mark if I state that nearly 15,000 British seamen have been murdered by German pirates since August, 1914. And the pace grows hotter, so far as the loss of life is concerned, for, although there has been a decline in the number of ships attacked, the Germans are more than ever determined that the sailors in the ships they do manage to sink shall none of them live to tell the damning tale of murder of which our comrades have been the victims.

It cannot be too widely known that the British sailors are in deadly earnest in their determination to apply the punitive boycott to Germany after the war. Less than a year ago the limit of the boycott was fixed at two years; but the penalty grows with the crime, and at the moment the period during which we shall decline to have anything to do with the transport of goods to or from Germany is five years and a half. And if there are people at home foolish enough to think that this penalty will not be exacted to the uttermost, I can assure them that I have the most positive proof in my possession that the commercial folk in Germany are living in no such fool's paradise. They are very uneasy about it because they know that we already possess the power and influence to make good our threat, and that public opinion in this country is growing in our favour every day. Almost by every post we are enrolling new members in the Merchant Seamen's League, and we have yet to discover a hall that is too large for our meetings in any part of the country.

Since the foundation of the league at the Albert Hall last September over 100 meetings have been held in various parts of the country, and members are being drawn from all classes of the community. We have over 10,000 members in the league already, and the membership grows with every fresh outrage committed by our unspeakable foes. I am quite satisfied that the policy of the boycott will be supported in this country as the only punishment to fit the crime, and how any Briton can think otherwise passes my comprehension. Those candidates for Parliament at the next General Election who do not definitely pledge themselves to the policy of the league will have a poor chance of finding their way to Parliament. We are organizing branches of the league in every constituency, and shall be prepared to run candidates against those who do not satisfy us on the point of their sympathy with our objects. We are not taking this line because we want Parliament to do anything for us. We do not want Parliament to interfere. We want this thing to be carried through by the people.

Replying to the question: "How do you propose to carry out your policy after the war without the sanction of Parliament?" Mr. Wilson said:

Easily enough. No man can be compelled to work for any particular firm, or buy from any one shop; nor can our members be made to work for firms that deal with Germany, if they make up their minds not to do so. Our league, as well as our union, is in this business to the last man. Masters and officers are with us in hearty unanimity, and it would be interesting to know where the owners—even if they wished to do so—would get their far-fetched assumption, are to get their seamen from to handle stuff in any way connected with Germany, seeing that there is not a man in the service who will be a party to such work. For the work in the constituencies we have some "rattling good hustlers" already on the job, and we have the money to build up a thoroughly efficient aggressive organization.

Mr. Wilson added that the 20 delegates from the Seamen's Union attending the recent Scottish Trades Union Congress, after they had stated their case, were the most popular men in the congress, although at first they had a rather cool reception. The strength of the seamen's case was a surprise to their friends in Scotland, as it had proved to many people in England, who had not had the least idea of the price that the seamen were paying every day to keep them in safety and comfort at home.

GERMAN OFFICERS AND RAILWAY TRAVELLERS.

In the House of Commons, recently Mr. Macpherson, answering Mr. Shirley Benn, who called his attention to the fact that at Bournemouth two Englishwomen with first-class tickets were turned out of a first-class railway compartment and put into a third-class compartment in order to permit of German officers under escort occupying the first-class carriage, and asked whether instructions would be given that in the future no Englishwoman was to be turned out of her seat to make room for any German, and that if there was no empty first-class carriage available German officers would be carried in any compartment regardless of class, said:—

The answer to the last part of the question is in the affirmative. Colonel Burn asked why an English commercial traveller was recently turned out of a first-class smoking compartment at a station of the Midland Railway to make room for a party of German officer prisoners, and that his luggage was thrown out on the platform by one of the station officials.

Mr. Wardle, Parliamentary Secretary, Board of Trade, said:—The hon. member will let me know when and where the incident to which he refers took place. I will inquire into the circumstances.

Colonel Burn:—Why should these human beings be put into first-class compartments when our own people have to travel in cattle trucks? (Hear, hear.)

DR. JEKYLL AND MR. HYDE IN REAL LIFE. AN EXTRAORDINARY STORY FROM AMERICA.

Recently, in Denver, Col., the climax was written to a chapter in real life which, with its romance and tragedy, blended into an amazing case of "double personality," is quite as thrilling and surprising as the famous case of "Dr. Jekyll and Mr. Hyde."

For many years the police of Denver and other Colorado cities had been baffled and mocked at by a mysterious young "tough" of the underworld who was known to them as "Red Hannigan," leader of a daring gang of thieves and cutthroats, known throughout the State as "the Hannigan gang." Night-time raids, carried out with the dash and spirit of the old time James boys, and city robberies which have netted, in the aggregate, more than a hundred thousand dollars in loot, are laid at the door of the "Hannigans" by the Colorado police. Occasionally a member of the gang was caught. Once in a while one of the "Hannigans" was sent to prison—but none of the gang ever helped the police to trap the elusive leader, "Red Hannigan."

About all the police really could find out about the gang leader was that one of the prettiest young women of the underworld was supposed to be his wife—or at least his "girl." They tried to trap him by watching the girl. She boasted that the police would never catch him.

During these same years one of the most popular of the younger couples in Denver's smartest circles was Mr. and Mrs. Ray Daniels Harrigan. The young husband was the son of one of the oldest Colorado families and appeared to be unusually successful in retrieving the family's scattered fortunes. His pretty young wife, who had been a concert prima donna, was the centre of a gay social set. Their palatial home was in the exclusive residence district. Being close to the State Capital, this home was the scene, almost daily, of luncheon parties, at which Mrs. Harrigan was the hostess and the Governor and other State officials her guests. She was often accused by envious friends of establishing the English custom of brewing politics over the tea table.

Finally, the State police captured the long-sought "Red" Hannigan. The gang made a successful early evening raid in the northern part of the State. The police gathered at a bend in the road near Denver along which the motor car in which the gang had disappeared would have to pass. At midnight they heard the car approaching, lights out, rushing at great speed towards the city.

The ambushing police were certain the leader of the "Hannigans" was in the car with his men. They decided not to risk a running fight, which under similar circumstances always had resulted disastrously to the police. This time they met the approaching car with a sudden volley from half a score of rifles. The officers centred their aim upon the crouching figure at the steering wheel. The car swerved into the ditch at the side of the road. Its driver tumbled out, dead—and the exultant police discovered they had bagged Red Hannigan himself as well as several members of the gang.

After the coroner's formalities had been completed, the body of the dead gang leader was claimed by the underworld girl and taken by her to a shack on the outskirts of the city, which had been their home when not too closely watched by the police.

But before the underworld girl had buried "Red" Hannigan, a message from the young Mrs. Harrigan was delivered to Colorado's Governor, commanding the State police, asking him to come to her home quickly. The Governor found the young society matron hysterical. "Red" Hannigan, was she told the Governor, her husband, Ray Daniels Harrigan, the Governor's friend! She wanted his body brought home. She had not known about the other woman—the underworld girl.

When the authorities at the bidding of the Governor, went to reclaim the body of the gangster society man, they found a motley gathering of the foremost characters of the State's underworld. Men and women, some of whom seldom left their hiding places in the day time, had gone boldly to pay their last respects to the bold and widely feared "Red" Hannigan.

Around the cheap casket they crowded to whisper gloatingly of the dead gang leader's many exploits, of his long immunity from the law. The girl who had been his companion fought desperately when she was told there was another woman who had a better claim to him.

Colorado's officers of the law, in their surprise and sympathy for the young widow, offered to keep the secret—even invent an explanation of the popular young business man's death. Mrs. Harrigan refused to agree to such a plan.

"Ray would want all his friends," she said, as well as the good, to hear his funeral services. They must all have the right to come," said Mrs. Harrigan.

"Though he were the most dangerous outlaw in all the country," the young wife said to her husband's friends, and her own, "he was still my husband. It could make no difference whether I knew of his life as Mr. Hyde or not; his happiness was in my hands and my loyalty to him was a husband's right. My love was given him without reserve—and not measured by either his faults or his virtues. The greatest blow, of course, is the existence of the other woman—the one who shared his other life, from which I was banished. But even this I have forgiven him, for in his life with me I know he loved me."

(Continued at foot of next column.)

AN UNCENSORED LETTER WHAT KARL THINKS BUT HAS NOT WRITTEN.

VIENNA, May-day, 1918.

My dear Sixte,—After the trouble caused by my last letter to you I vowed never to write to you again. I must, however, open my heart to someone, and you, at least, understand something of the miserable position in which I am placed. As you know, I had no love for my arrogant, Jesuit-ridden uncle, Franz Ferdinand, but how often and how bitterly I have regretted his death! I suppose that historians will trace the beginning of the war to the Sarajevo assassination. My quarrel with the assassin is that he made me a puppet emperor, the last of the Hapsburgs, dangled at the end of a Hohenzollern string.

I suppose you are very angry with me for banishing your mother to Switzerland. Zita is furious, but what could I do? It was quite true that I told you that the French ought to have Alsace-Lorraine again. So they ought, but Wilhelm saw red when Clemenceau published my letter. A scapegoat had to be found, since the divine right of kings would have been seriously affected if he had punished me as he longed to do. So your mother was banished. Perhaps it is for the best. She will get more to eat in Switzerland than she had in Vienna. Poor old Czernin has gone, too. He really did his best to bring about a decent peace, and the Junkers hated him. Wilhelm insisted that I should appoint Burian in his place. He, of course, is the mere creature of Tisza and Berlin. He will do nothing that is not ordered either by the German Embassy or on the long-distance phone from his High Mightiness himself.

"A REAL KING." I see that you have been staying with Alfonso. Wilhelm is very angry with him for snubbing the Spanish pro-Germans, and he will have to consume a large slice of humble pie if we ever win the war, which, between you and me, I devoutly hope we shall not. Give my love to Albert. He is a real king, even though his kingdom only consists of a few acres. How I envy him and you, who are fighting by his side! What I would give to be with you, and to be allowed to play the man and bash the Hohenzollerns!

As it is I am off, with the inevitable Burian to a conference with my "allies." Does the term make you smile? Wilhelm will storm. Old Hindenburg will put and glower. Ludendorff will glare, and the utterly hateful Wilhelm the Little (do you remember Zita's caricature of him?) will sneer. I shall receive my orders, and shall then be sent home to carry them out if I can. The people here, poor devils, are hungry and desperate. I pray every night for a revolution that will give Zita and me a decent excuse to bolt over the frontier to Swiss peace and plenty. Zita has certainly given Tino and his fierce wife many compensations.

I forgot to tell you about the congress of archdukes, summoned by Wilhelm, to tell me to behave. Comic uncles and cousins, that I had not seen for years, came from their dug-outs in abject terror that they might lose their incomes. I have often read that we Hapsburgs are decadent lot, but I never dreamt that we were as decadent as we are. The congress was a joy, only it should have been held in a lunatic asylum.

Well, my dear Sixte, there we are. My own opinion is that Russia will still prove a horrible nuisance. The French and English are giving as good as they receive. Even your Belgians are killing Germans. My ramshackle empire (which, by the way, I never wanted) is evidently crumbling to pieces, and my one hope is that the inevitable end will come quickly. I am sick and weary of the whole business. Only, I do want to watch the last act. If I can live to see Wilhelm and his beastly son beaten and humiliated I shall die happy.—Your affectionate brother-in-law.—KARL.

"Whenever 'Red' was in trouble, whenever the police were close on his trail, he always came to me," the underworld girl said to the authorities. "He always knew he could trust me more than any one else. I never asked him to account for the times he was away from me. I never suspected there was another woman in his life; but he need not have feared to tell me. I loved him and would have been loyal still. I liked him because he was good to me and never afraid of anything."

The two women met for the first time at the funeral services, which were held in Loyola Chapel, Denver's most fashionable church. The girl of the underworld was invited to be present by a messenger sent by the widow herself. The messenger was the city's Chief of Police, who delivered also a message for himself—that she might send out the word that the church that morning would be sanctuary for all the former companions of "Red" Hannigan who might wish to attend. The police, he said, would promise immunity to all of them for that occasion.

When the Chief's promise spread through the State the members of the gang hurried in to Denver. Crooks who carried a price on their heads were among them. At the church they were ushered to seats reserved for them on one side of the main aisle. The girl, heavily veiled, was given a seat close to the altar, within a few feet of the widow, across the aisle.

On the other side of the church were more than a thousand of the most prominent citizens of Denver, including the members of the city's most exclusive clubs, its bankers, capitalists and State and city officials. With these were their wives and daughters who had been the society friends of the popular young couple. The service was read by a Catholic priest designated by the Bishop of the diocese.

AMERICA AT WAR— GREAT AIR FLEET. SPLENDID PROGRESS.

[FROM "THE DAILY TELEGRAPH'S" OWN CORRESPONDENT.]

New York, May 2nd.

America's early promise to produce and send to France an overwhelming fleet of aircraft begins at last to show signs of fulfilment, and after many weary months of disappointments and delays, the leash at which the great American manufacturers have been straining has been severed. This is the conviction of your correspondent, who, with a dozen other European Press representatives, has been permitted by the United States Government to visit several of the largest aeroplane factories in various parts of the country. Whatever delay there has been up to date in quantity and production may be attributed neither to Government red-tape nor to the dilatoriness or inefficiency of the producers, but to over-zealous desire on the part of officials to produce a super-aeroplane, equipped with up-to-the-minute devices. From now onwards, however, production will not be halted while changes are made in the plans and specifications. Manufacturers are now being told to regard every plan they have as final, so far as present production goes, and improvements will be installed in the planes of the future as they develop.

It is true that the past year has produced few machines for American use abroad, but great numbers have been shipped for allied uses, and many thousands for training purposes here. Despite uncertainties, individual manufacturers have steadily enlarged their plants, until these have reached a point where it is estimated that the capacity for aeroplane production of all types runs to several thousand per month. The great Curtiss aeroplane factory, at Buffalo, New York, which we were privileged to inspect, covering seventy-two acres, was erected in three months, and is now crowded with fighting aircraft of all types, in various stages of construction, for use by the British and American armies and navies.

The swarming hives of industry we viewed have their replicas in every part of the United States, and include ten plants of the Curtiss Company and the great Wright Martin factories. At Dayton, Ohio, near the spot where the Wright Brothers, the pioneers of the modern aeroplane, made their early flights, we inspected one of ten affiliated concerns, the Dayton-Wright Aeroplane Company, now engaged in quantity production of a bombing biplane. Here, again, we found that vexatious delays had occurred until recently owing to the desire to ship no machines until every succeeding change or vital improvement had been made. Happily, this period of evolution is now well passed, and although it was inadvisable to give figures, it was gladdening to observe the red, white, and blue circles of the American Aviation Service appearing with such frequency.

Your correspondent was given every opportunity to test the efficiency of this particular type by being the first of the visiting journalists to make a flight in one, and to endure the thrills of the air ranging from a loop to a tail spin. Orville Wright witnessed our flight, and later, in the course of conversation, it was refreshing to learn that this quiet, unassuming genius of the air was still devoting his alert mind and highly technical knowledge to aerial problems.

In all the factories which we visited we met with an intensely patriotic spirit animating every one of the thousands of employees. They sing the song and practise the sentiment: "Keep the home fires burning." The spirit of co-operation now happily existing between the war-workers and their employers is rapidly extending to the manufacturers and Government officials, and all predictions regarding America's aerial fleet of the near future are justifiably optimistic. Reports from the shipyards indicate that the construction for the month of April warrants the assumption that there will be a minimum of 3,000,000 tons of weight of ships completed this year. During the twenty-six working-days of April an average of 9,000 tons per day was constructed, and much greater totals monthly are expected henceforth. Since my visit to the shipyards last month great progress has been recorded in most of the departments, and the monthly output should now be an even greater one.

The immense work of preparation to the railways and ports of embarkation, so as to save wastage in cars and delays at both ends, are being made. The Canadian Pacific Railway has attained perfection in this matter, and the efficiency of this line is the ideal placed before American transportation authorities.

GERMAN PENETRATION. LORD DESBOROUGH'S WARNING.

Lord Desborough, presiding at the annual meeting of the London Chamber of Commerce, said that one could only hope that after the war the same facilities would not be given for the penetration of alien enemies into the heart of our industries, with the sinister purpose which had become manifest since the war. There should be very severe control as regards the landing of Germans in Great Britain, applying to the highest as well as the lowest, as neither we nor the United States had any reason to be grateful to the staff of the German Embassies for all that they did before the war.

It had still to be proved that, as a rule, State control had not the effect of reducing supplies and increasing prices. Merchants were in a fair way of being eliminated altogether owing to the methods of State control employed. Many had been driven out of business. Representations had been made to the Prime Minister direct, and they were awaiting his reply.

The question of trade after the war was in the hands of the consumer. He hoped that when somebody was tempted to buy an article which was made in Germany on account of its cheapness, he or she would pause, and think that it was dyed with the blood of our bravest and best.

HONGKONG MAGISTRACY. EXPENSIVE MANGOES.

Two Chinese boys were charged with stealing two mangoes from a farmer's orchard.

A *lukong* who arrested the two boys said there had been several previous robberies of fruit, causing serious damage to the plants in the orchard.

Mr. J. R. Wood fined defendants \$2 each.

THE WOOD ROAD ROBBERY.

Another Chinese was charged with complicity in the robbery at Wood Road.

Inspector Sim stated that defendant and another man were arrested in Macao. The second man, however, was too ill to be brought to Hongkong. All the stolen property had been recovered.

Mr. E. D. C. Wolfe remanded the case for a week.

IDLE HANDS GET INTO MISCHIEF.

A Chinese youth pleaded guilty to stealing a quantity of clothes.

Defendant said he was paralysed in one leg. He committed the theft because he was unable to get work, though he had tried very hard.

Mr. E. D. C. Wolfe sentenced defendant to three weeks' hard labour.

A HOMELESS VAGABOND.

A Chinese youth was charged with being a rogue and a vagabond.

Inspector Browne said defendant was noticed by a *lukong* attempting to climb the scaffolding opposite "Zetland House," which was under repair. He was arrested and confessed that he was homeless.

Mr. J. R. Wood sentenced defendant to seven days' hard labour.

A SNATCHING CASE.

A Chinese was charged with snatching \$100 from another Chinese in Hollywood Road.

Inspector Browne said that while complainant was walking past the Bellios School, defendant jostled against him and snatched the money. A *lukong* went to complainant's aid and arrested defendant.

Mr. J. R. Wood sentenced defendant to three months' hard labour and four hours' stocks.

AN OPIUM DIVAN.

A Chinese pleaded guilty to keeping an opium divan in Hollywood Road.

Mr. P. Goldring appeared for defendant.

Inspector Watt said the divan was patronised by middle-class Chinese. When the place was raided 79 pots of Government opium were found in a cupboard.

Mr. J. R. Wood fined defendant \$100, with the alternative of six weeks' hard labour. The opium was ordered to be confiscated.

ALLEGED FALSE PRETENCES.

A Chinese was charged with obtaining two gold bangles from a Chinese woman by false pretences.

Mr. P. Goldring appeared for defendant.

Sergeant Wills said that while complainant was walking along Hillier's Road, defendant and another man accosted her. They enquired the way to Caine Road, and the woman obligingly told them that as she was going in that direction they could accompany her. They entered into conversation, and defendant, noticing the two gold bangles which the woman was wearing, made up a pretty story to the effect that he had found a bundle of notes on a steamer and wished to get rid of them. He asked the woman to exchange the bangles for the notes, and she, unsuspecting, complied with the request. The bangles were worth \$230, and complainant thought she had made a good bargain. The men then left her. When the woman got home she examined the bundle of notes only to find that it consisted of nothing but waste-paper. A report was made to the Police, and a few days ago the woman, while walking along Wing Lok Wharf, saw defendant and had him arrested. The other man had not been found.

Mr. J. R. Wood remanded the case for a week, fixing bail at \$500.

GERMAN PEACE RESOLUTION.

Count Spee declared during the suffrage debate in the Prussian Lower House, on April 30th, amidst loud applause from the Right, that "the damned Peace Resolution" was dead.

Subsequent speakers emphatically protested against the President having permitted this language, whereupon the President said he had failed to catch Count Spee's expression, and must censure it as an insult to a part of the Reichstag.

BLUFFING THE WHOLE WORLD. DESPERATE STATE OF AFFAIRS IN GERMANY.

[BY ERNEST LIONEL PYKE.]

Mr. Ernest Lionel Pyke, was released from Ruhleben Camp on March 7th, after being interned for 3½ years. He enjoyed extraordinary opportunities for observing the state of affairs in Berlin, as he was allowed to visit the capital under escort twice or thrice a month in his capacity as kitchen inspector of the camp. Mr. Pyke, who is an estate agent, left London on July 25th, 1914, for Bad Homburg, where he was taking the cure when war broke out. Late of the 10th Mountain Battery of the Royal Artillery, he was for nine years a member of the Holborn Borough Council, and for eight years was on the Board of Guardians for St. Giles. He is also a Freeman of the City of London.

Some members of the British public are obviously in a confused state of mind with regard to the situation inside Germany. They forget the passing of time.

I have received a letter from Mr. Arthur Marston, of Streatham, who says: "How do you account for Mr. Gerard's views as expressed recently? Do not believe that Germany is starving or practically short of food, etc. Gerard left Germany."

It is a year since Mr. Gerard left Germany. A year ago Germany was very comfortable, but was not starving. But even at that time the potato ration was often missing, and think what that means when potatoes and swedes are the staple diet of the country. The American Embassy for a long time before Mr. Gerard left Germany obtained its supplies from a London store.

The downward pace of the starvation curve has accelerated in this fourth year of the war at a speed that can only be understood by those who have been living in Germany. The causes are many. The lack of fertilisers and labour has greatly diminished agricultural production. The semi-socialistic system by which the produce of a man's land goes to the district and not to him and his family for their own consumption robs the peasantry of the chief incentive to growing for themselves. The lack of feeding stuffs consequent upon these circumstances has reduced the output of all kinds of meat and poultry, even of geese, which were the stock bird food of Germany.

Almost every article of diet that I see for sale in London is *unobtainable* in Germany. Eggs are nominally to be had at a shilling each on doctors' orders, but they are not obtainable.

The possession of a food card by no means ensures the securing of the particular food for which the card is issued. It comes down to this, that the bulk of the 70 millions of people in the German Empire and the 52 millions of Austrians are subsisting upon very bad bread, and upon swedes, and upon potatoes. These are the basic forms of diet.

"SUBSTITUTION," SAID PYKE. During the last 12 months the number of imitation foods has extended to every article of diet. These imitations are not like the English imitations, not like, for example, our egg powder, which is nutritious, but are merely coloured shams. Most food substitutes are not a success. Even German chemists cannot produce something out of nothing. Some of them have not only not been a success but have also been proved to be deleterious to health.

The imitation margarine, which can occasionally be obtained—the ration is less than two ounces a week—looks as good as real margarine, but it is tasteless and cannot be used for frying or making pastry. In the excellent Ruhleben laboratory we tried to analyse it, but were unable to discover its component parts, though we did find that 68 per cent of it was water. The public cannot fall back upon jam, for that is equally unobtainable.

Before the war the Germans, who make nearly everything, were never very successful in manufacturing something approximating to our marmalade and jams. Even in the German jam factories the stuffs were English. Dundee marmalade was as well-known in Germany as Lea and Perrin's sauce, and as abundantly and ineffectually copied.

When we consider the food conditions of Germany to-day there is no wonder that in the appeal for the new German loan the people are promised that the loan will bring victory, which will bring bread. The food situation is being as carefully hidden from the Allies as are the German losses in the recent battles.

The confusion as to the real state of affairs in Germany is not difficult to understand. At the outset of the war the Germans tried to arouse world sympathy by saying that the British blockade was starving their children, and as a sequel German-Americans poured food into Germany by parcel post and other means. Condensed milk in particular flowed across the Atlantic. Regular depots existed in the leading American cities for the supply of food parcels to Germany. Indian rubber was also sent in large quantities in envelopes, but the chief supplies from the sympathetic German-Americans, Swedes, and others were food of all kinds.

Germany knows that she can get no sympathy now or food from anywhere outside, save what she is getting from certain neutrals by agreement. Her object now is to bluff the world into the belief that the food and financial situation is as strong as that of any other nation in the world. Her public men and Press bank upon these topics continually. The balance-sheets of prosperous German concerns are issued by German wireless for the Scandinavian and Dutch Press. There is no lack of paper-money prosperity, as I have pointed out repeatedly. But there is grim and growing dearth of every necessity of life, including bread.

As to our man-power position. On two or three pleasant mornings lately I have been walking about in the West End, particularly in the Mayfair district. There I see sights that could not possibly be witnessed in Germany—houses are being painted and repaired. Now, you cannot paint or repair a house in Germany for two very obvious reasons. There is no paint and there is no labour.

(Continued at foot of next column.)

ONE OF SPAIN'S PROBLEMS

One of the curious consequences of the social revolution which is going on steadily, albeit still very much below the surface, in Spain, is the increasing difficulty experienced by the upper classes in deciding on a profession for their sons. In the old days there was never any doubt about the matter. These sons were all destined to "serve the State" directly in some capacity. The most favoured capacity was, of course, the army, until the number of officers in the Spanish army, in proportion to the number of men, became almost a by-word. But if it was not the army, then it was the civil service; and if neither of these two were possible, then it could only be one or the other of the liberal professions, the most popular being that of the lawyer.

The practice is still being continued, but difficulties in the way of achievement steadily accumulated as first one department of state and then another is "modernized." Thus, at the Segovia Military Academy, a short time ago, no fewer than 850 boys presented themselves for the examination for twenty-five places, while at the school of infantry there were more than 2,000 competitors for 300 places. The universities are turning out a constant stream of lawyers, far more, in fact, than can ever get cases while the competitive examinations for the civil service have done away with the "influence of ministers," which at one time counted for much.

In these circumstances certain Spanish parents are beginning to be filled with serious misgivings. The fact of the matter is, however, that Spain is only going through what several other countries have gone and are still going through, as they work toward a realization of the fact that all useful labour is honourable labour, and that it is as impossible as it is absurd to make any distinctions in the matter of dignity. Senor Luis Araujo-Costa summed up the situation accurately enough when he said that in other countries, where industry and commerce were more developed than in Spain, young men were admitted to occupations thrown open by the great industrial houses to those who were qualified "by intelligence, honesty and industry," and that in Spain this door was almost closed.

As Spain develops commercially and industrially, however, a great change, it is tolerably safe to predict, will come over popular thought on the question of labour, and many barriers will be broken down and swept away which at the present time interpose themselves between the son of the grandee and a useful and honourable calling.—*New York Times*.

PRISONERS ON MUNITIONS.

Every ounce of labour in the country, including that of at least two millions of prisoners, is engaged in war work. And, although prisoners are not supposed to make munitions, Russian prisoners are undoubtedly making munitions in many parts of Germany. The munition factories and the great military works behind the German front in Flanders monopolise all the civil labour in Germany.

I almost fear to give the actual facts lest, in view of the contradictory writing that has appeared in the British Press during the last three years and seven months, my statements should seem like exaggerations, but I notice that someone who has lately returned from Germany but who is unknown to me expressed in the *Evening Standard* on Thursday last exactly the view that I have given.

I have been making careful inquiries as to when the last accurate reports came out of Germany, and it seems to me that nothing authentic has appeared here since the American newspaper correspondents left in a body twelve months ago. I have had submitted to me a number of public statements by neutrals, many of them presumably Dutchmen, and, with one exception (a man who is quoted as having secured the money he brought out of Germany), all agree as to the daily increasing severity of the situation. More than one of them, I notice, refer to the high rate of paper wages prevalent everywhere in Germany. Can this immense expansion of currency ever be balanced? That is the problem that faces German men of business.

The annexationists say that England will pay as a town like the canal fields each indemnity to the extent of millions of pounds, how many millions of pounds will London pay? France paid \$200,000,000 sterling in 1870, and Bismarck was stated to have afterwards said that had he known how quickly France could liquidate this huge amount it would have been trebled.

London is estimated to be worth, from the point of view of indemnity, the German Empire, the equivalent of \$5,000,000,000 sterling, and Glasgow £2,000,000,000. England is to give up Gibraltar, Malta, Egypt, and Aden. Now that the United States has come into the war, she is to pay an immense amount for the damage done to German shipping by what the Germans call her theft of ships from the great Hamburg-American and North German Lloyd companies. Germans say that the capture of the Channel ports would place Germany in a position to levy immense indemnities on Great Britain. In addition to these profits, as the German war-makers call them, the German Colonies are to be returned to Germany and the Belgian Congo to be ceded to her.

Egged on by a starving population and with the lure of the enormous wealth of the British Empire, not to mention that of France and the United States and Italy, it is not difficult to gain an idea of the tremendous importance of the present battle to the German Government and people. Victory, they think, will bring peace. Peace will give them world control, food, money, and raw material; and the balance of the paper money that has been issued by the German Government, as well as by the German States and towns individually, will be bought back and paid for at par in gold and silver.

There you have the real motives of the great battle—a longing for food, a semi-revolutionary civil population, and the prospect of the greatest loot the world has ever known.—*Daily Mail*.

(To be continued.)

ENEMY TRADE AFTER THE WAR.

PREPARATIONS TO FORESTALL THE ALLIES.

THE USE OF NEUTRALS.

[FROM "THE TIMES" CORRESPONDENT.]

THE HAGUE, April 30th.

The German concentration of effort for the re-establishment and organization of foreign trade after the war proceeds rapidly. It seems that the Europäische Handels-Gesellschaft, with central offices at Bremen, forms a sort of central committee, with which are associated advisory committees of the leading trades concerned with the import of raw material and the export of finished products.

Thus the German cotton firms established at Bremen on April 20th a company intended to act as an advisory body to the Europäische Handels-Gesellschaft in the purchase of raw cotton "in Russia, Roumania, and the adjacent countries." Members of this company may only be firms which in the three years preceding the war imported annually at least 10,000 bales of cotton for their own use, or which, as accredited resident representatives in Germany of foreign firms, negotiated the sale for import to Germany of annually at least 20,000 bales. It appears that similar companies or associations are being established as advisory committees in connection with the import of other raw materials.

A Berlin telegram of April 25th reported the foundation of a company at Hamburg for purposes similar to those of the Bremen company. The principal founders were said to be Krupp's, Hugo Stinnes, the Rheinisch-Westphalian Coal Syndicate, the Hamburg-America Line, and the Dresdner Bank. Whether this is merely a branch of the Bremen company or a rival concern does not appear with certainty.

The most striking individual firm in the Hamburg concern is certainly that of Stinnes, which bids fair to be one of the most colossal enterprises in Germany after the war. The forecasts of February 1918 gave some noteworthy details of the Stinnes enterprise. Originally and still mainly concerned with ores, the Hugo Stinnes firm has extended its ramifications to almost all branches of trade ultimately serving its main business, and has established almost complete independence. The firm owns its own inland water-transport, and Hugo Stinnes also controls other canal shipping companies under other names. He had before the war 18 sea-going vessels of medium tonnage, and has 11 other steamers with a total tonnage of 125,000 under construction. He is thus independent of freight rates after the war, but he recently founded a company at Hamburg to run his fleet, not only for the special purposes of the parent company but also for trade in raw materials of all kinds, particularly all products of mines and foundries, of agriculture, of the chemical and electrical industries, more particularly in relation to their import from or export to foreign countries.

A close co-operation of the firms engaged in the export of identical products is being organized as far as possible with the object of preventing ruinous competition, combining transport facilities and propaganda, etc. *Der Weltmarkt* of April 15th, however, admits that much closer association is still required, and that firms are showing some reluctance to make binding agreements.

It appears that where the provisions of the Paris Conference are most to be feared, and where, as in parts of South America, all ground has to be regained, German firms will do their best at the outset to secure neutral representation, especially through Holland. I have recently been able to inspect documentary evidence of this particular form of preparation, especially in relation to the export of automobiles, motor-traction, agricultural machinery, etc., for which a demand is to be created through neutral agents in South America. The number of *Der Weltmarkt* already quoted contains several advertisements dealing with this mediation. The statement that some big German combines have, despite war conditions, succeeded in maintaining or even increasing their influence overseas appears to be illustrated by the success of the Rheinisch Iron and Steel Combination. This combination, through its associated or controlled company, Becker & Co., is stated in a Dutch report to have laid hands since 1915 on the greater part of the wolfram mines in South America, which it is now exploiting through its agency in Buenos Aires, of course, with a view to the subsequent needs of the parent company.

HONGKONG POLICE RESERVE ORDERS.

EQUIPMENT.

Vouchers have been sent to the respective Contractors to cover all applications received to-date for capes, boots and uniform.

Applicants must forthwith attend personally at the respective Contractor's shops.

POLICE SCHOOL.

All men of No. 2 Company only who did not attend for examination on June 20th, 25th, 26th or 27th are ordered to attend at 5.30 p.m. on Tuesday, July 2nd.

All men of No. 3 Company who did not attend on June 21st or 24th will attend on Thursday, July 4th. Men on duty will not attend.

Platoon Inspectors will attend with respective Companies.

REMARKS.

The recent Order is to apply to Mounted Police and Search Supervisors only. First shift patrolmen will wear caps.

F. C. JENNIN, D.S.P. (R.)

June 27th, 1918.

THE ADAM in COMMUNITY PLATE

WE think this is one of the most exquisite designs in silverware we ever had the pleasure of showing our customers. Inspired by those great architects and decorators, the ADAM Brothers, the Community ADAM is distinguished by a charming purity most satisfying to live with. We should like you to see it, even if you are not planning to buy new silverware now. In chests containing complete table outfits, or in separate pieces. *See page 15 for details.*

At your service for 50 years.

AGENTS:
LANE, CRAWFORD & CO.

IF YOU ARE LOOKING FOR AN UNUSUAL GIFT
CALL AND INSPECT OUR DISPLAY OF COMMUNITY PLATE IN MAHOGANY CHESTS.
Three Sizes:—72, 140 and 255 Pieces.

KEEP COOL

GE FANS PROMOTE BODILY COMFORT.

FOR SALE BY ELECTRICAL DEALERS.

Andersen, Meyer & Co., Ltd.,
Sole Agents,
Hotel Mansions, Missions Building,
HONGKONG. CANTON.

Powell Ltd
TELEPHONE 346

JUST RECEIVED:

SMART SEMI-TRIMMED HATS.

PRETTY GOWNS AND BLOUSES.

PRINTING & BINDING
OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE "HONGKONG DAILY PRESS," WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

104, DES VŒUX ROAD, HONGKONG

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

NOTICE.

THE MAIN COURSE at FANLING will be CLOSED for play on and after MONDAY, 16th July, until further notice.
JOHN DE L. LANCASTER,
Hon. Secretary,
Hongkong, 28th June, 1918. [2183]

LOST.

WHITE BULL TERRIER, "Tim" on Wednesday night. Finder rewarded.
NEWHOUSE,
Bowen Road.
[2184]

THE SHELL TRANSPORT AND TRADING COMPANY, LTD.

ACCORDING to telegraphic advices received from London THE "SHELL" TRANSPORT AND TRADING COMPANY, LTD. have declared a SECOND INTERIM DIVIDEND on the Ordinary Shares of the Company at the rate of 1/- per Share free of Income-tax payable July 5th, 1918 (Coupon No. 20).
For THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.,
N. L. WATSON,
Hongkong, 28th June, 1918. [2185]

THE WATERHOUSE STEAMSHIP LINES, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE AND YOKOHAMA.

THE Steamship

"THORDIS" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and/or from the Wharves delivery may be obtained.
Goods not cleared by the 4th July, at 6 P.M. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on 4th July, 1918, at 9.30 A.M.
Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 27th June, 1918. [2186]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

OWING to REPAIRS to MACHINERY the TRAM SERVICE will be SUSPENDED on SUNDAY, 30th June, after the 8 P.M. Car until 7 A.M. on MONDAY, 1st July.
In the event of passengers by the 6.54 P.M. Train from SHARVO SUOI arriving too late to catch the 8 P.M. Car an Extra Car will run at 8.10 P.M.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 28th June, 1918. [2181]

GENERAL HOLIDAY.

UNDER Ordinance No. 5 of 1918, MONDAY, 1st July, has been proclaimed a GENERAL HOLIDAY, and the EXCHANGE BANKS will be CLOSED for business on that day.
Hongkong, 28th June, 1918. [2179]

G. R.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

THIS OFFICE will be Open for all purposes from 9 A.M. to 12 Noon on MONDAY, the 1st July, 1918.
Licensed Warehousemen will be Open on that day.

L. W. ARATMAN,
Superintendent,
Imports and Exports.
Hongkong, 28th June, 1918. [2177]

G. R.

NOTICE.

ANY EUROPEAN, Non-Admission obtainable for leaving the Colony should apply in person to the Customs Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or Identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or FREEDOMS ORDINANCE 1918.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
[2182]

NOTICE.

IT IS HEREBY NOTIFIED that HOGG & KARANJA, LTD., of Canton, have acquired the business carried on by KARANJA & COMPANY, Hongkong, as from the First day of May, 1918, and that the name of the Company has been altered from HOGG & KARANJA, LTD., to "HOGG, KARANJA & CO., LTD." and that the said Company will in future carry on business both at Hongkong and Canton under the latter style.
HOGG & KARANJA, LTD. (Canton).
KARANJA & COMPANY (Hongkong). [2183]

INTIMATIONS

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction, TO-DAY (FRIDAY),

the 28th day of June, 1918, at 3 P.M., at his Sales Room in Duddell Street, Victoria, Hongkong,
The following LEASEHOLD PROPERTY situated at Victoria, Hongkong, viz.:-

All those pieces or parcels of ground situate at Victoria aforesaid and known and registered in the Land Office as the REMAINING PORTION OF SECTION A OF INLAND LOT No. 305 and THE REMAINING PORTION OF INLAND LOT No. 405 together with all the messuages or buildings erected thereon respectively, Town 399 years. Estimated Area 20,600 and 20,000 Square Feet respectively. Proportions of Annual Crown rent \$264.23 and \$336.43 respectively.

For further particulars and conditions of sale apply to:-

Messrs. JOHNSON, STOKES & MASTER
Princes Building,
100 House Street,
Hongkong,
Solicitors for the Mortgagee
or to
MR. GEO. P. LAMMERT,
The Auctioneer.
Hongkong, 14th June, 1918. [2142]

FOR SALE.

ONE 7/8 H.P. HARLEY DAVIDSON MOTOR CYCLE and SIDE CAR.
Run about 1,000 miles.

Apply to:-
Box No. 2171,
Care of "Daily Press" Office.
[2171]

FOR SALE.

WE have always on hand large lots of WOLFRAM ORE for sale. Buyers are cordially invited to apply to:-
FOOK YUEN, 77, Des Vaux Road West, Hongkong, or Fook Wo Chong, Tobacco Firm, the Wai Lan Bridge, Canton, For particulars.

THE TUNG NAM MINING CO.,
Hongkong.
Hongkong, 19th June, 1918. [2188]

KOWLOON-CANTON RAILWAY (British Section).

THE PUBLIC IS HEREBY NOTIFIED that on and from WEDNESDAY, the 27th instant, until further Notice TIFPINS will CEASE to be served on the train leaving Kowloon at 1.18 P.M. on WEDNESDAYS and SATURDAYS.
By Order,
R. BAKER,
Manager.
Kowloon, 25th June, 1918. [2176]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

Re BEHRAM KAIKHOSRU BEHRAMJI MEHTA, otherwise written BEHRAMJI KAIKHOSHEROO BEHRAMJI MEHTA, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 66 of the Ordinance No. 2 of 1897, made an Order limiting the time for creditors and others to send in their claims against the above Estate to the First day of July, 1918.

All creditors and others are accordingly hereby required to send particulars of their claims in to the undersigned on or before that date.

Dated the 8th day of June, 1918.
Messrs. DEACON, LOOKER, DEACON & HANSON,
Solicitors for the Administrator. [2139]

THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, 10, George Street, Hongkong, on WEDNESDAY, the 3rd July, 1918, at 11.30 A.M., for the purpose of receiving the Report of the General Managers and Statement of Accounts to 31st May, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from 24th June to 3rd July, 1918, both days inclusive.

GORDON & CO.,
General Managers.
Hongkong, 24th June, 1918. [2170]

DAIRY FARM NEWS.

JUNKET!

Cannot be excelled with tinned or fresh stewed fruit.

COULOMMIER CHEESE!

COTTAGE CHEESE!

Nourishing and ideal food.

DEVONSHIRE CREAM!

Can always be had.

We supply Junket Tablet on application.

[2122]

GRACA & CO.

No. 10, WYNDHAM STREET, HONGKONG.

Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, TOYS, &c.

New Supply of

STAMP MOUNTS.

[2145]

INTIMATION

WATSON'S



THE PREMIER

SCOTCH.



DISTINCTIVE IN FLAVOUR.

WELL MATURED,

MELLOW.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TEL. 616.

[19]

HONGKONG OFFICE: 10A, Des Vaux Road, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 28th JUNE, 1918

BREAKING THE TRUTH TO THE GERMAN PEOPLE.

It begins to look as though those responsible for the direction of affairs in Germany realise that their hopes of inflicting a crushing defeat upon the Allied forces in the West this year are doomed to disappointment. That is the only inference to be drawn from Baron von Kuhlmann's admission in the Reichstag that it is doubtful whether the war will be finished even in 1919. We can easily believe that this admission created a sensation, for the German people have been buoyed up from time to time with assurances that victory lay almost within their grasp. The indiscriminate submarine campaign was to cut the communications of the Allies and bring Great Britain to her knees within six months. When the time-limit had expired without the expected result being achieved Admiral Scherer, the commander of the German High Seas Fleet, endeavoured to hearten up his fellow-countrymen by declaring that "Submarines promise everything. There are no two minds about that in our Navy. A child can reckon that with the present rate of sinkings the day must come when England will see that she must give in." That was last August, and to-day new shipping is being constructed more rapidly than the enemy can destroy it. Meanwhile, to divert the attention of the nation from this failure Russia was induced by German agents to place her neck unsuspiciously under the Prussian jack-boot, and Roumania, abandoned by her neighbour, was compelled to follow suit. This, again, was heralded as the prelude to the complete triumph of the Central European Powers, who, freed from the

menace on the Eastern Front, would be in a position to hurl their entire strength upon their foes in the West and overwhelm them. As an illustration of the success that might be anticipated, a terrific onslaught was made upon Italy and, owing to the collapse of one of her Armies which had been fraternising with the enemy, she was forced to beat a hasty retreat and narrowly escaped an irreparable disaster. With the advent of Spring came the great offensive in France and Flanders which was to drive a wedge between the French and British armies, place the coast ports in the occupation of Germany, and enable the Kaiser to enter Paris in triumph on the first day of April. The nature of the resistance which has been encountered, however, from the English Channel to the Adriatic has sobered the enemy and compelled them to revise their estimates. Though the Prime Minister warns us that another blow is imminent upon which the issue of the campaign may depend, he adds that the Allies never felt better prepared to meet it. America, which the Germans deliberately flouted in the belief that the war would be won before she could participate in it, is pouring troops into the battlefield at a rate which will soon give the Allies a numerical superiority. The enemy must know that they are fighting against time and that unless they can achieve a decisive result now their doom is sealed. It is useless for Baron von Kuhlmann to seek shelter in the statement made by General von Moltke in the Reichstag in 1890 that the duration of a great European war was incalculable. At best it is a non-committal statement, and the probability is that Moltke never dreamed of a conflict of this magnitude. Wars in the past, it is true, have lasted longer—notably the Thirty Years War and the War against Napoleon—but they were "affairs of outposts" compared with the huge masses of men and material employed to-day. Von Moltke's ideas were more likely to have been influenced by the short duration of the Franco-Prussian War, which opened in the middle of 1870 and ended in the early part of 1871. We know, at any rate, that when Germany wantonly plunged Europe into war in 1914 she counted on a speedy success. Even in Great Britain Lord Kitchener appears to have been one of the very few correctly to gauge the nature of the struggle in which we were involved, and when he invited recruits to join the Army for "three years or the duration of the war," the general impression was that the war's duration would be very much shorter than three years. Since then, of course, ideas have changed, and Sir Auckland Geddes' remark the other day that there was no guarantee that the war would be over in 1919 was received with calm resignation in striking contrast to the sensation produced in Germany by a similar announcement. When we recall the efforts made hitherto to delude the German people we can only be surprised at Baron von Kuhlmann's candour on this occasion. Possibly he was encouraged by the belief that his bold recognition of facts would prove discouraging to the Allies. If so, he made a profound miscalculation. It is far more likely to strike dismay into the hearts of the Austrians. Even the Germans must find it distressing to be told, at the end of four years' sacrifices, that "an absolute end can hardly be expected by purely military decisions alone."

The main course at Fanling will be closed for play on July 15th until further notice.

The Shell Transport and Trading Co., Ltd., has declared a second interim dividend of 5s. per share, free of tax, on the Ordinary shares.

The following cases of communicable diseases were notified in the Colony on Wednesday:- Cerebro-spinal fever, 4 (4 deaths); bubonic plague, 2 (2 deaths); enteric fever, 3 (2 deaths).

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:-
12.30 p.m., June 27th.
Typhoon E. of Luzon, less than 300 miles distant, moving N.W.
1.30 p.m., June 27th.
Typhoon in about 123deg. Long. E. and 15deg. Lat. N., moving W.N.W.

CORRESPONDENCE.

"CEASE SUBSCRIPTIONS."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Yielding to the desire of your correspondent "Plebs," I am glad to explain my views regarding the matter in question.

The object of my suggestion was simply to increase the War Funds by frequent Bond Drawings instead of by occasional subscriptions, and I do not in the least condemn subscriptions, nor do I wish to create any bad effect upon the receipts of the War Charities Fund.

By means of subscriptions money can only be obtained from those to whom application is made, whereas Bond Drawings attract every class of people, even the lower class. In the hope of obtaining a good prize they will risk their dollars willingly, and there is no need to accost them as in the case of subscriptions.

Subscriptions without soliciting have no effect, whereas in the case of Bond Drawings no soliciting is necessary—people will rush at them eagerly and voluntarily. This was my principal point—obtaining more funds and by a much easier method. The prizes in the Bond Drawings might be increased in number by reducing the first three big prizes, thus providing more chances of success. By this means dollars will roll into the Funds more quickly than through subscriptions.

I quite concur that both Subscriptions and Bonds may run together, and do not suggest the total abolition of the former.

I hope this explanation will satisfy your correspondent and that it may have the approval of the various Societies mentioned by your correspondent "An Opinion" on the 23rd inst.—Yours,
A FREQUENT SUBSCRIBER.

Hongkong, 27th June, 1918.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—I quite concur in the suggestion made by your correspondent "A Frequent Subscriber" that War Bond Drawings are preferable to subscriptions. By Bond Drawings every class of people, without distinction, have the chance of putting their money in them with the prospect of a beneficial return, whereas subscriptions are limited to a certain number of people and offer no inducement of any return whatever.

You may, perhaps, argue that this is not a business to expect profits, but more money is obtained when the benefits are reciprocal, and that is advantageous to the War Funds. It is a good scheme, and the easiest and speediest way of raising funds. It avoids begging and gives much less trouble to the Committee.

I hope the Committee of the War Charities Funds will give their attention to this matter. We are not dictating, but suggesting.—Yours faithfully,

"WAR BONDS."

Hongkong, 27th June, 1918.

SPORT.

LAWN TENNIS.

HONGKONG LEAGUE—DIVISION "C."

KOWLOON C.C. v. DOCKYARD R.C.

This match at Kowloon on Wednesday resulted in a win for the Dockyard by 15 games (51 to 42). Scores:—

Souza and Davidson lost to Pile and Black, 3-8; lost to Parry and Crocker, 4-7; beat McCormac and Wright, 0-5.

Brown and Tulip lost to Pile and Black, 4-7; beat Parry and Crocker, 7-4; beat McCormac and Wright, 0-2.

Mead and Elson lost to Pile and Black, 1-10; lost to Parry and Crocker, 5-6; lost to McCormac and Wright, 3-8.

JUNIOR TENNIS LEAGUE.

ST. STEPHEN'S COLLEGE v. R.C.A. (STONECUTTER'S.)

In this match the College won by 63 games to 33. Scores:—

H. P. Yew and S. H. Ng beat Horlop and Carruthers, 8-3; beat Knight and White, 7-4; beat Green and Dunbar, 10-1.

H. H. Tsui and K. P. Lui beat Horlop and Carruthers, 8-3; beat Knight and White, 7-4; beat Green and Dunbar, 8-3.

Britton and M. K. Yue beat Horlop and Carruthers, 6-5; beat Knight and White, 6-5; beat Green and Dunbar, 0-5.

CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

PEACE OVERTURES.

PEKING, June 27th.

General Luk Wing-ting has wired to the President that the South-West Provinces are prepared to obey the Central Government if the President is willing to accept peace overtures. The President has replied that this matter should be referred to the Premier. The Premier is requested to allow a certain Hunan leader to surrender, and to declare an armistice on the Po Hing and Cha Ling (south Hunan) fronts. The Premier has refused the request.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, June 27th.

THE CHINA BANK.

We are informed that the director of the China Bank, whose disappearance was reported, returned to Canton yesterday, and it is said that the bank business will be resumed shortly.

CHAIRMAN OF THE CONTROLLERS.

It is said that Shum Chun-huen will be elected Chairman of the Controllers to the Confederation Government.

A message from Nam-hing states that Chan Ping-kwan, the present Governor of Kwangsi, has gone to Kwailin and will pay visits of inspection to all the important positions.

THE LUI-CHOW FRONT.

The Tsuchin, in view of the grave situation in Lui-chow, sent an additional army of three regiments to the Lui-chow front yesterday.

It is reported that Lung's troops in Lui-chow City have been very active in the past few days. They are well-armed and have been told that reinforcements are coming from North, so they are stubbornly resisting the Canton forces.

SWATOW RESISTS.

It is reported that Commander Chan Kwang-ming has directed all the magistrates in the places adjacent to Swatow to sell bonds in order to raise money for the troops. The magistrates have asked the Tsuchin whether they are bound to do this.

BRUTAL MURDER OF A WOMAN.

HUSBAND BEFORE THE MAGISTRATE.

DOMESTIC QUARRELS OVER MONEY MATTERS.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, a lurid Chinese, coxswain of a steam-launch, was charged with the murder of his wife on May 24th.

Mr. Leo Longinotto (Assistant Crown Solicitor) prosecuted, and Mr. P. W. Goldring appeared for the defence.

It will be remembered that some three weeks ago a paragraph appeared in our columns to the effect that the dead body of a woman, bearing several stab wounds, had been found at West Point. The Police, who found the body, did not think the motive for the crime was robbery, because a quantity of jewellery was found on the deceased. As a result of inquiries a relative of the deceased identified the body and informed the Police of several domestic differences which had occurred between deceased and her husband.

Inspector MacDonald told the Magistrate, yesterday, that deceased left her house at about 6 p.m. and was discovered dead at 9.30 p.m. According to the evidence the woman was last seen in the company of deceased at Blake Pier.

The deceased's daughter, a little girl 9 years of age, described her mother's life as wretched. She said there had been several domestic troubles during the last four or five months, and her father had ill-treated her mother, often striking her. In all the quarrels there was a constantly recurring talk of money. The last time witness saw her mother alive was on May 23rd. In the evening her parents quarrelled and her father left the house. Her mother went out shortly afterwards, stating that she was going to her husband's launch to get some money. She did not return. Witness' father came back on May 26th, but did not enquire for his wife. On May 28th the little girl informed her father of her mother's absence and he went out, promising to look for her. He also told witness that he had seen her mother in Wan-chai on May 24th. As her mother did not return witness consulted her aunt and they informed the Police. Her father was very familiar with another woman. On one occasion witness had heard that her mother was assaulted by this woman, who threw pepper into her mother's eyes. That was all she knew, except that she identified the clothes her mother was wearing at the time.

The case was adjourned till to-day.

THE WAR.

VON KUHLMANN ON THE DURATION OF THE WAR:

AN ABSOLUTE END CAN HARDLY BE EXPECTED BY PURELY MILITARY DECISIONS.

ITALY'S ONWARD MARCH.

THE IRISH PROBLEM:

PRIME MINISTER ON THE FATAL MISTAKE OF THE CHURCH

ENEMY SUBMARINISM WANING.

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE BRITISH FRONT.

HOSTILE ARTILLERY ACTIVITY.

LONDON, June 25th.

1 p.m.

Sir Douglas Haig states:—We took a few prisoners and a machine-gun in raids and patrols in the neighbourhood of Sully-le-Sec and westward of Merville. Hostile artillery is active in the neighbourhood of Ville-sur-Ancres, Gommecourt, Bailluail, southward of Lens, and in the Hazebrouck sector.

EARLIER CABLES.

NOTHING.

LONDON, June 25th.

10.35 p.m.

Field-Marshal Sir Douglas Haig says there is nothing to report.

AERIAL OPERATIONS.

Despite a high wind, our aeroplanes did much reconnaissance and other work yesterday, enabling our guns to engage many batteries. Heavy rain later prevented flying. During intervals we vigorously bombed behind the enemy's lines, dropping 15 tons of bombs. The enemy did not give much chance for combat. We brought down two aeroplanes. Three of ours are missing.

We also brought down an additional machine on June 23rd.

BELGIAN REPORT.

LONDON, June 25th.

11.50 p.m.

A Belgian communiqué states there was great reciprocal artillery activity near Nieupoort and Ramsappelle.

Attempted attacks against three of our posts broke down.

LATEST CABLES.

THE FRENCH FRONT.

A GERMAN ATTEMPT REPULSED.

LONDON, June 25th.

4.20 p.m.

A French communiqué states:—We made raids in the regions of Mailly, Rainevail, Melicocq, Vinly-au-Cornillet and Lorraine, and captured prisoners and machine-guns.

A fresh German attempt on our small posts, north of Leport, was repulsed.

The American troops, yesterday evening, carried out a brilliant local operation towards the Belleau Wood. One hundred and fifty prisoners, including a Captain, have been already counted.

EARLIER CABLES.

LIVELY ARTILLERY FIRING.

PARIS, June 25th.

A communiqué states:—There was very lively artillery firing south of the Aisne in the northerly region of Dessilly, La Poterie and Ifingef.

Yesterday six enemy aeroplanes were brought down.

Four tons of bombs were dropped upon aerodromes in the Aisne region.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH RAIDS ON GERMAN TOWNS.

CONSIDERABLE DAMAGED.

INFLECTED.

LONDON, June 25th.

The British Air Ministry, in an official message, states:—Our aeroplanes attacked on the morning of June 25th the rail-sidings and factories in Saarbrücken; the engine-

sheds and barracks in Offenber, and the Explosives factory works and rail-station in Karlsruhe. They made direct hits, which were observed, on the engine-sheds and barracks in Offenber; two direct hits on the engine-sheds and metallurgical works in Karlsruhe, causing a large explosion, which was confirmed by photographs; and the Saarbrücken station and factories were damaged.

We shot down two enemy aeroplanes and drove down two others in the course of attacks on our machines.

Three British machines are missing, of which one was forced to land in the enemy's lines through engine-trouble.

Italian front

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ITALIAN FRONT.

CAPOSOLE BRIDGE-HEAD RE-OCCUPIED.

LONDON, June 25th.

5 p.m.

An Italian official message states:—Having re-occupied the bridge-head at Caposole, we, yesterday, extended it, provoking and withstanding resolute enemy counter-attacks.

We took 37 prisoners, as well as a few hundreds during the clearing up of the battlefield.

TWENTY THOUSAND AUSTRIAN PRISONERS.

LONDON, June 25th.

11.10 p.m.

It is estimated that the Italians have taken 20,000 Austrian prisoners since the commencement of the offensive.

EARLIER CABLES.

SUBLINE-ONRUSH OF THE ITALIANS.

LONDON, June 25th.

Italian Correspondents, describing the battle on Sunday, state that the onrush of the Italians was sublime. The Austrians, who had crossed to the right bank of the Piave previously, lived hours of hell. No respite was given them. They were shelled day and night. Their bridges were demolished, and their boats were sunk, and those who succeeded in climbing up the river banks were mercilessly shot down. Then the coup de grâce was given them when some Italians reached the left bank, north of Montello, and took the enemy in the rear, while others smashed the line from Collesella to Madonna, and drove the Austrians pell-mell into the river.

A simultaneous Italian attack at the other extremity of the Piave also drove the Austrians into the river.

The battle continued furiously all Sunday afternoon. The enemy machine-gun positions were taken one after another, and the ground was strewn with heaps of dead.

ITALIANS COMPLETELY RE-OCCUPY RIGHT-BANK OF THE PIAVE.

LONDON, June 25th.

An Italian official message says:—The Third Army on Monday, having compelled the last of the enemy rearguard to surrender, re-occupied completely the right bank of the Piave, taking prisoner 18 officers and 1,607 men.

During the raids on the slopes of Montello, Valsella, and the Asiago Plateau we took 100 prisoners. Along the north-western front at Grappa, after heavy artillery firing, we in brilliant thrusts gained considerable advantages in regard to ground and inflicted heavy losses. We captured 1,333 prisoners and 16 machine-guns.

SENTRIES DISCOVER WEAKENING OF AUSTRIAN LINE.

LONDON, June 25th.

5.45 p.m.

Reuter's Correspondent at Italian Headquarters states that the Austrian retreat began on Saturday night, the enemy leaving a small rearguard with machine-guns.

The Italian sentries discovered a weakening of the enemy line early on Sunday morning, when the strong pressure was immediately increased.

AUSTRIAN REPORT.

LONDON, June 25th.

6.25 p.m.

An Austrian communiqué claims the withdrawal everywhere on the Piave according to plan.

The Italians since June 15th lost 50,000 prisoners, the total losses being 150,000.

KING GEORGE'S CONGRATULATIONS.

LONDON, June 25th.

The Press Bureau announces that the King has telegraphed to the King of Italy his heartiest congratulations upon the victorious results of the recent operations in which "the Italian Army fought with a gallantry and fortitude which has elicited the admiration of myself and the British people."

DEMONSTRATION IN ROME.

Rome, June 25th.

There was a great demonstration last evening in honour of the Army in the beflagged Venezia Square. An enormous crowd carrying flags rendered an ovation to the army, and there were fervent patriotic orations.

Afterwards the crowd formed a procession and marched to Parliament and the Premier's residence, where Signor Orlando spoke from the balcony.

SERBIA'S ENTHUSIASM.

CONFU, June 25th.

The Serbian Premier telegraphed to Signor Orlando expressing the enthusiasm of the Serbs upon Italy's brilliant victory, "which brings nearer the accomplishment of the war's great task, namely, a respect for the rights of all peoples."

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE EXPIRING SUBMARINE CAMPAIGN.

SHIPPING RETURNS FOR MAY.

LONDON, June 25th.

The Admiralty announces that the merchant tonnage losses in the month of May, due to enemy action and marine risk, totalled:—British 224,735; Allies and Neutral, 130,959, as compared with the adjusted aggregate for April of 311,456 and as compared with 630,336 in May of last year. The losses from marine risk, it is stated, were unduly heavy last month.

The Ministry of Shipping announces that steamships of and exceeding 500 gross tons, entering and clearing United Kingdom ports, but excluding coast-wise and cross-Channel traffic, totalled 7,777,843 tons last month.

EARLIER CABLES.

BRITISH SEAMEN'S BOYCOTT OF GERMANY.

MR. HAVELOCK WILSON'S THANKS TO PRESIDENT POINCARÉ.

PARIS, June 25th.

Mr. Havelock Wilson has telegraphed to President Poincaré thanking him on behalf of the British Seamen's Union for denouncing the most-favoured nation treaty clauses as regards our enemies after the war.

Mr. Wilson continues:—The Germans have shamefully murdered 15,000 non-combatant seamen, and British sailors are now resolved to boycott Germany after the war for five years and eight months, to which term a month will be added for every additional crime against non-combatants.

Mr. Wilson appeals to the French Seamen's League to inaugurate a similar movement.

LATEST CABLES.

THE POSITION IN IRELAND COMPLICATED AND ANXIOUS.

LONDON, June 25th.

In the House of Commons, the Irish Secretary, Mr. E. Shortt, stated that circumstances in Ireland to-day were complicated and anxious. When the Prime Minister, early in April, explained the Government's Irish policy there was every appearance that both Home Rule and Conscription could be carried to a successful conclusion, but since then the circumstances have entirely changed. Firstly, owing to the discovery of a German plot in Ireland, which was a real and imminent danger to Great Britain; secondly, because the anti-conscription feeling in Ireland has been used by extremists in conjunction with the German plot.

He did not suggest that any substantial proportion of Irish anti-conscriptionists knew they were being used to further the German plot. It had been alleged that the German plot was a bogus plot, intended to injure Ireland. He regretted to say the plot actually existed. Mr. Shortt proceeded to give striking examples of German propaganda and intrigue in Ireland. He mentioned that the sources of information on which the Government relied, both in Ireland and outside, had always proved reliable.

Proceeding, Mr. Shortt traced the activity of German agents in Ireland from 1911. He said the Government found that Germany had been in touch with Ireland since the war, and messages not only went to Ireland from German sources, but to Germany from Irish sources. The Government knew that in a certain port in Germany a large amount of ammunition was being loaded into two German submarines, and, moreover, enemy submarines had been seen in localities where the destruction of shipping could not have been their object.

It was a very curious coincidence that a letter found upon De Valera was written to him by another who is interested, alluding to something important which was going to happen two months after the beginning of the German offensive and reminding De Valera that the two months would not end until towards the end of May.

Mr. Ronald McNeill.—Has the writer of that letter been shot?

Mr. Shortt.—No; and unless we are forced by those calling themselves friends of those interned we do not desire any more executions. If we can ensure the safety of the Realm without any more executions we want to do so. If it is otherwise, the responsibility will be upon those who force it, not upon us. (Cheers.)

Continuing, Mr. Shortt said the anti-conscription movement had produced a recrudescence of drilling, seditious speaking, outrage, and midnight raids for arms, all of which entirely unfitted any country for a peaceful settlement of any of its domestic questions.

Both Lord French and he, after a thorough investigation in Ireland, had concluded that it was an absolutely essential preliminary to any form of conscription that Ireland should be given an opportunity voluntarily to take her part in the war. The Cabinet had adopted that view, hence Lord French's proclamations.

There was nothing new in the promise to give land to Irish soldiers and sailors. Similar provision had been made in England, Scotland and Wales.

Referring to Mr. Lynch, he said that, just as a score of years ago when Lynch thought we were wrong he raised a battalion to fight against us, so to-day, when he knew we were right and believed in the justice of our cause he was going to Ireland to raise a battalion to fight with us.

Mr. Shortt concluded by saying that with a sincere desire for a settlement of this vexed question a settlement would be achieved. Lord French and he himself had as difficult a problem as had ever faced a Minister of the Crown. They would do their best to solve it, but they would want the help of everybody in Ireland and of all parties.

THE HOME RULE QUESTION. THE PREMIER ON THE SITUATION.

LONDON, June 25th.

Mr. Lloyd George, speaking in the House of Commons during the Irish debate, emphasised the difficulties and perplexities of the Irish problem. It was a problem of governing Ireland with the full assent of the Irish people. Any failures should be viewed indulgently because the Government was largely preoccupied with the most tremendous responsibility of prosecuting the war.

He believed that it was not beyond the capacity of the House to carry through a measure of Home Rule, dealing equitably with the legitimate objections of a large part of the Irish community, but the discovery of the recent conspiracy and the antagonism of the Roman Catholic Church towards Conscription, constituting a challenge to Imperial supremacy, had antagonised feelings inside Ireland and in the House of Commons to Home Rule. It was one of the most fatal mistakes the Church had ever committed. He believed it was universally condemned by members of that Church outside Ireland, while a great many inside Ireland dissociated themselves from its action. Until the atmosphere created by this challenge was removed it was impossible to attempt Home Rule legislation. The whole temper of the assenting Irish Unionists had been altered, while the attitude of the Sinn Féiners as regards the pro-German plot was the most deadly blow to the liberties of Ireland which had occurred in his (the speaker's) life-time. He was still hopeful that a conciliatory spirit could be recreated, enabling a settlement of the Irish question. During the war Ireland was a war problem, and as long as a settlement was not attained our difficulties would be increasing and also those of the United States.

He appealed to Sir Edward Carson to show the same spirit as he did two years ago and persuade Ulster to secure the willing assent of the people of Ireland to Imperial unity. The Government adhered to the policy, proclaimed on April 9th, but in the method of its administration they would be advised by the proved administrators.

Ireland ought to take her share in the war. (Cheers.) We were fighting for a principle for which Ireland had struggled, and therefore he hoped Ireland would voluntarily take her share now. It was the duty of the Government, before proceeding further, to give her an opportunity of voluntarily going into the struggle. (Cheers.)

THE URGENCY FOR A SETTLEMENT.

Mr. Asquith, following Mr. Lloyd George agreed as regards the urgency for an Irish settlement as a necessity of the war and said, therefore, they would repeat the proposal of fifteen months ago:—Is it not possible to take advantage of the presence here of the Representatives of the great Dominions to bring this matter before them again, and ask them, in the interests of the Empire, to suggest, advise, and present some scheme for a settlement which might be acceptable to all parties in Ireland and to the people of Great Britain. I do not believe the Imperial War Cabinet could perform a task more vital to the interests of the Empire and more valuable to the prosecution of the war than to pave a way for a settlement in Ireland. (Loud cheers.)

EARLIER CABLES.

AMERICAN SHIPBUILDING.

FIRST MILLION TONS EXPECTED BY END OF JUNE.

WASHINGTON, June 25th.

The first million tons of new shipping contracted for by the Shipping Board will probably be delivered before the end of the month. The deliveries last week totalled 37,830 deadweight tonnage, making a grand total of 923,500 tons for 1918.

The first of 45 steel ships building in Japan for the Shipping Board has arrived in the United States, and of 23 steel ships chartered in Japan 22 have already been delivered to the United States.

BARON KUHLMANN'S ANNOUNCEMENT.

A SURPRISE AFTER HIS ROSIEST DESCRIPTION OF THE MILITARY POSITION.

LONDON, June 25th.

Baron von Kuhlmann has been describing the military position in the rosiest of colours, saying that Generals Hindenburg and Ludendorff were God-given geniuses and actually declaring that the Austrian offensive had been "a noteworthy success." Hence the sensation created (by his announcement that the war might not end even in 1919) was the greater. He admitted that it was "a common idea that the length of this war was something new," but he quoted from von Moltke, who, speaking in the Reichstag in 1880, said that the duration of a great European war would be incalculable.

"But this," continued Baron Kuhlmann, "was a world war with enormously increased armaments. I must say that despite the brilliant successes of our arms, there has been nowhere a clearly recognisable desire for peace in authoritative quarters among our enemies."

Baron Kuhlmann proceeded to allege that it was Germany that had shown a willingness for peace, mentioning the famous Reichstag Peace Resolution and Germany's reply to the Papal Note.

He denied Mr. Balfour's recent declaration that Germany ever desired or even thought she could win world dominion. Napoleon had shown that such an idea was Utopian. (Hear, hear, from the Centre and Left.) Regarding who was responsible for the war, he said the deeper the causes were penetrated the clearer it was that Russia desired war, with France playing the rôle of instigator. As regards Germany's aims, she desired a free, strong and independent existence within the boundaries drawn for her by history; also overseas possessions and colonies owing to her greatness, wealth and proved colonial capacity; also freedom for her trade on the sea. The achievement of these aims was an absolutely vital necessity.

LATER.

A PRE-REQUISITE CONDITION OF PEACE.

The absolute integrity of the German Empire and its Allies was necessary as a pre-requisite condition of any peace discussion. All other questions, however, might be subject to agreement.

As regards the question of Belgium, Germany refused to bind herself to a policy which would not also bind the enemy. (Hear, hear.) But, he declared, no great advance towards peace could be possible by publicly shouted statements. (Cries of assent.) Germany had not shut the door to an honourable peace. Any peace proposal, wherever it came from, would not fall on deaf ears; but, once the moment came to exchange views, a necessary prior condition would be mutual confidence in each other's probity and chivalry. However, as long as every overture was regarded as a trap it was impossible to see how any exchange of ideas could be initiated. "Without such exchange of ideas, in view of the enormous magnitude of the war and the number of Powers engaged, an absolute end can hardly be expected by purely military decisions alone without diplomatic negotiations." (Cries of "Very true," and "Hear, hear," from the Left.) We hope our enemies will perceive that, against our enormous military resources, the idea that they can win is a dream, and that in due course they will find a way to approach us with a peace offer corresponding to the situation and satisfying Germany's vital needs. (Loud cheers.)

MASTER SPY ARRESTED IN U.S.A.

The Federal authorities have arrested a man described as Lieutenant-Commander X, a German naval officer, who is suspected of being the head of enemy propaganda in America, and of having been delegated to this work by Count Bernstorff. Pending other expected arrests his name is withheld. Marie K. de Victoria, who was arrested on a charge of spreading German propaganda, confessed she had received from Lieutenant-Commander X about \$40,000, although she denies she used the money for the dissemination of Sinn Féin or German propaganda.

A Central News telegram gives the name of the arrested officer as Lieutenant-Commander Rodiger, and describes him as Germany's "master spy."



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J. TOURNET, Acting Agent, Hongkong, 25th June, 1918.

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KRUPPS AND KRUPPISM.

Posterity will, we believe, have plenty of evidence which will place the responsibility for the Great War mainly upon two men—Wilhelm II. and Gustav von Bohnen und Halbach, who assumed the name of Krupp on his marriage to Bertha, oldest daughter of Friedrich Alfred Krupp, in 1902. The Kaiser is more than suspect of having business interests in the Krupp firm. War has been the one objective of the concern for a long term of years; and there is plenty of evidence that Krupp encouraged a bellicose policy in all parts of the earth in which they could make their influence felt—and they were many. It is known, too, beyond all doubt, that loans to foreign countries were conditioned by German financiers on a 'drawback' in the shape of a large order for Krupp guns and shells. On the memorial unveiled by the Kaiser at Essen on the celebration of its centenary are inscribed the names of fifty-two countries which have been customers.

On the eve of the Great War, Krupp, with their enormous commitments, having completed, or almost completed, the programme of the German Navy, were threatened with being, so to speak, out of work. The two Balkan wars had sufficed quite a group of customers, and the world at large was weary of strife and longed for peace. Cannot we figure to ourselves, with some shadow of truth behind the conceit, Krupp and the Kaiser, partners both in a business which flourished upon the destruction of mankind, coming to the conclusion that the day had dawned and the hour had struck when peace was required? Order that it should pile up blood-money beyond computation, and win for them both countless wealth, that the world should run red with blood? At any rate, whether the conceit rests upon actual truth or only upon intelligent conjecture, this is exactly what they have done, and 'every man' as the adage goes, 'is supposed to intend the consequence of his own acts.'

The story of Krupp is one of the great romances of business. In its origins the firm was inoffensive enough. Friedrich Krupp, the founder, seems to have been a harmless and praiseworthy engineer, capable and industrious. Beginning with a small forge in 1810, he built up a business in great poverty, and always struggling against difficulties. He made some reputation by his steel dies, which were used at the Düsseldorf Mint, but he left behind him at his death little but debt, and the formula for making crucible steel! It is not clear whether he found the formula himself or whether it was the invention of others. There was a lawsuit about it, which lasted for seven years, and Krupp must be given the credit, as he won the day. He tried to get the help of the German Government in conducting further experiments, but this was refused; and he died, as we have said, in poverty in 1826, in a humble cottage, which still stands at Essen, near the palace in which now holds sway Gustav Krupp von Bohlen und Halbach, the husband of his great-granddaughter Bertha.

Alfred, Friedrich's eldest son (who was only a boy of fourteen at his father's death), carried on the business in his mother's name, mainly with family help, and by his personal industry, in spite of repeated refusals from the German Government to facilitate his experiments and plans, he won through. There are abundant and readily accessible records of the technical details of the developments whereby he inaugurated cast wheel-centres, and cast ingots which weighed at first one hundred and fifty pounds or so, and then four hundred pounds, but by 1861 had reached a couple of tons, figures which seem small enough when we know that the firm to-day, which stands second only to the Crucible Works, is capable of turning out an ingot weighing some ninety tons, but were looked upon as astounding at the time. For years his business was harmless enough. He developed, for instance, the manufacture of machine tools of all sorts, down to rollers for iron and steel, and on it was, initially, more from the force of circumstances than of deliberate choice—as the country was already developing that military madness and moral atrophy which Frederick the Great had practised and left as a legacy to his descendants—that Krupp should become the Cannon King. The secret of crucible steel was inevitably destined to revolutionise ordnance, and it was Krupp's first great triumph, built in 1847, that the mighty monster of to-day date their origin. With their forty-two-centimetre howitzer, the first great surprise of the war, Krupp reached their zenith.

The Krupp exhibit at the Great Exhibition of 1851 of a solid flawless ingot of cast-steel, two tons in weight, staggered London and indeed the world, although the biggest gun shown by the firm was only a six-pounder after all, and looked at by modern eyes, does not seem to have amounted to anything worth bragging about. The honour and glory of this triumph was the turning-point in the fortunes of the firm. Alfred now, at last, got orders for ingots from the Prussian Government, out of which six-pounders were forged at the Spandau Works, the beginning of the German field artillery. This was followed by orders from the Kedive of Egypt for still bigger guns, twelve-pounders and twenty-four-pounders, and the 'die was cast' in a double sense. From this time Krupp never looked back, and the nations entered into an orgy of rivalry in armaments. The Age of Steel had begun! Belgium and Russia followed the example of Egypt, and ordered field-guns and heavy guns. Other firms developed on similar lines, and Italy gave an order for fresh artillery, including a one-hundred-ton gun (which was built by Armstrongs); while everybody remembers the eighty-ton 'Woolwich Infant' manufactured by the same firm. So big steel ordnance arrived, and iron and bronze guns became only curios.

The Franco-Prussian War proved a capital advertisement for the Krupp pattern, and from that time the firm has made practically the whole of the German artillery. Time had brought its revenges, and now Alfred Krupp had things all his own way. He got concessions all over Germany, and increased his works at a most prodigious rate. In rapid succession the firm acquired collieries, iron-mines, smelting-works, and blast-furnaces all over the country; while its workshops were by no means limited to Essen, embracing foundries and engineering-works at Sayn and Duisburg, and, later, steel-works at Annen, and armour-plate works at Magdeburg and Rheinhausen. There is a popular idea that if Essen could be bombed from the air to-day, Krupp would be out of work, but this is a complete hallucination. It would, of course, cripple the output, but the activities of the concern would only be hampered for a time. They are far too astute to put all their eggs into one basket, although we can well believe that the bare idea of their mammoth munition sheds and towns, which cover an area of more than five hundred acres, being bombed from the air never entered their heads.

The association of the business with the German Emperor dates really from the friendship between Alfred and William I., who was mightily enamoured with the mammoth steam-hammers, built, greatly in advance of the times, by Alfred, with his unerring foresight, and then far ahead of anything known in any other country. The personal associations of the firm with the War Lord became, however, much more intimate when a boom in the ship-building up between the Kaiser Wilhelm II. and Alfred's son, Friedrich Alfred, and from this time, as we have said, the firm, at any rate, had its path smoothed by friends at court.

Born in 1854, Friedrich was five years older than William II., but there is no doubt whatever that the two men became close friends. It was due to the Kaiser's influence that Krupp were enabled to become the owners of the great Germania shipyard at Kiel (of which for some years they had only been lessees), and so were able to take the lead in every department of construction for the German Navy. There is no shadow of doubt that the whole naval programme of Germany was cut and dried between Krupp and the Kaiser long before the latter's naval dreams became realities. It was 'canny,' no doubt, for the precious pair to get ready in advance for 'sharing the swag' in their first attack upon the wealth of the Empire, and so provide against that very rainy day when the bubble of *Weltmacht* shall be burst once and for all. Anyway, the extensions of the Germania yard were made on a prodigious scale, and at an outlay which nothing but a forecast based on certainty could have justified. Its area was increased nearly fourfold until it extended over some seventy acres, and 'ways' and 'slips' were prepared at enormous cost owing to the immense excavations required, amounting to many million tons. The firm was soon in a position to undertake the construction of the heaviest Dreadnoughts from stem to stern, armour-plates being provided from Essen, and shells forthcoming with marvellous exactitude to schedule.

Krupp, too, were quite ready to take on shipbuilding orders for other countries. All was grist that came to their mill, and they built ironclads and submarines of sorts for all-and-sundry. Mr. McKenna electrified the House of Commons in 1899 by declaring that he had precise information that Krupp were prepared to supply all the parts of eight ironclads a year; and unless the drain upon their resources for armament and munitioning has paralysed their activities in that 'concentrated plate' which so long held the field, their capacity must have enormously increased in the nine years which have elapsed since this estimate was made.

The growth of German naval construction is no secret, and need not be detailed. Some of the dates are, however, interesting, since they tally curiously with the developments of the Krupp concern. When the Germania yard was leased in 1890 two millions were added to the naval vote. Most people have probably now forgotten all about the arrest of the *Deutschland* on a charge of carrying contraband in the South African War. This was, however, the excuse which enabled the German Emperor to procure the consent of the Reichstag in 1900 to the extended Naval Defence Act, which provided for the outlay of seventy-four million pounds on naval construction, and twenty million pounds on dockyards. Krupp, as a matter of course, skimmed the cream of this gigantic enterprise, and, buying the Germania yard outright, embarked upon those gigantic extensions which we have already mentioned. Five years later the firm had little difficulty in obtaining a loan of twenty million pounds from the Reichstag for the enlargement of the Essen Works.

Friedrich Krupp died suddenly in 1902, and the Kaiser became the guardian of his daughter, Bertha, and at once floated the business as a company, with a capital of nine million pounds or so, associating himself, of course, through nominees, with the business as well as with the family. It is no secret that he 'arranged' Bertha's marriage in 1906 to Baron Gustav. It was rather a jump from the German diplomatic service in China, America, and Italy, to be the head of this mighty concern, but the Kaiser's estimate of the man has certainly been borne out by results, and although we must remember that Imperial influence no doubt proved as efficacious as business capacity in advancing his fortunes, the head of Krupp has established a record for ruthless capacity.

The competitors of Krupp had on more than one occasion ground for complaining of the excellent information the firm was able to obtain of any rival tenders and estimates; for Krupp made the most of their peculiar position, and on more than one occasion infringed the rules which govern the international commercial code, which is very rigid in enforcing fair-play, and does not brook anything which comes within the limits of sharp practice.

Herr Liebknecht, who is now paying the penalty for his courage in crossing the path of the real masters of Germany,

(Continued at foot of next column.)

BRAVE FIREWOMEN.

FEAT THAT EARNED PRAISE IN PARLIAMENT.

The fire brigade girls of a London munition factory, whose plucky action in extinguishing a fire was referred to by Mr. Kellaway in the House of Commons recently, are a fine stalwart set of young women, and their ages range from 18 to 22, say the *Daily News*.

Shortly before 6 o'clock in the evening the fire broke out in the corner of a shed 300 feet by 80 feet, in which the day shift, consisting of some 80 girls, was still at work.

Those in the shed and in its immediate vicinity, both men and women, dropped their tools and ran for safety. In a few minutes the structure was enveloped in flames, and thousands of live cartridges, packed and awaiting transport, exploded as the flames reached them with a noise like continuous machine-gun fire. The fireman, unable to deal with the flames alone, sent for the girls of No. 1 section of his brigade who had only been in training some five weeks.

In less than five minutes they had the hoses coupled up and were keeping the fire at bay. Miss Kate Shepherd, one of the number, told a *Daily News* representative how she and the other five members of the section went to the rescue. 'I was just doing some crochets work during the last few minutes of the tea hour,' she said, 'when the message came that we were wanted for a fire. I threw down my work and we ran across the fields to the shed, about 500 yards from where I work. It was rather frightening, because the cartridges kept on exploding. Several of us were hit, but not hurt. We knew just what to do, because we had had a fire drill that afternoon. A trolley for the rails near the shed was on fire, and I pulled it away without getting burned.'

'The men who were watching for us to come up laughed and said we should run away when we saw the flames, but we soon showed them we weren't afraid.' It was decided in February that the men of the fire brigade should be replaced by girls. Forty of the female transport workers promptly volunteered, and have been drilling twice weekly ever since. They are very keen on the work, which is entirely voluntary.

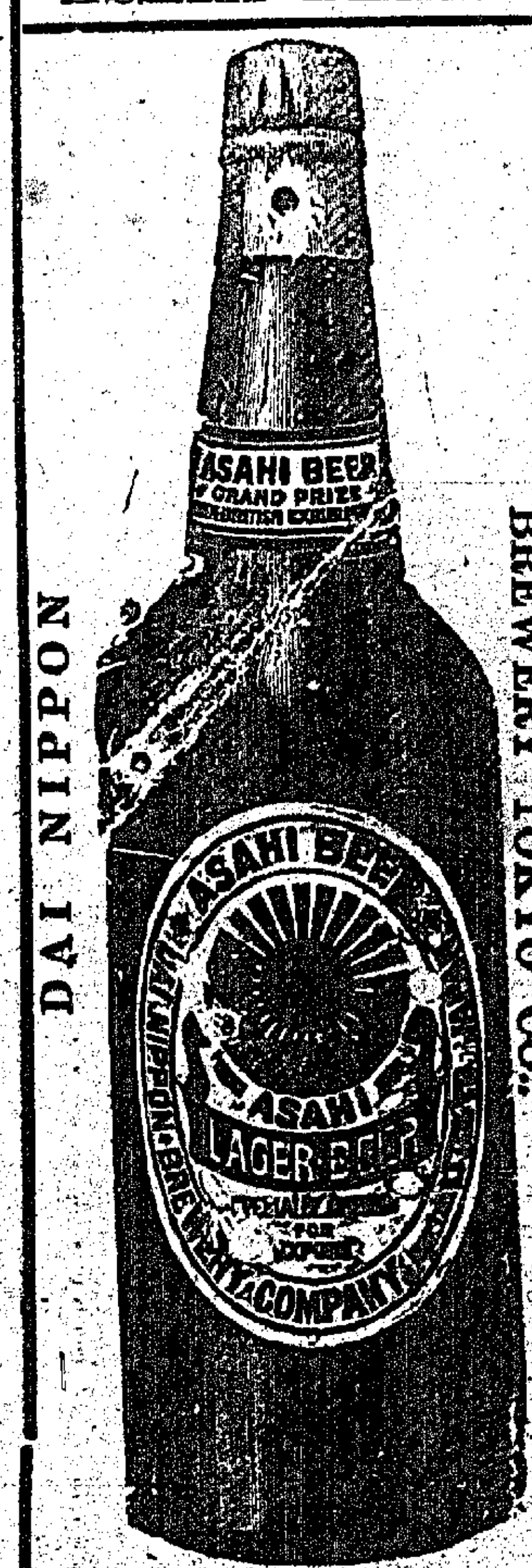
made a very considerable potter in the Reichstag in 1912-13, when he proved that by bribing officers and officials Krupp had obtained access to official secrets. Two directors of the firm and a few others served as scapegoats, who bore the sins of those who sat in the seats of the mighty. They were tried, convicted, not putting up any defence worth talking about, and got off with a very light punishment. Liebknecht, who has shown such amazing independence in the Reichstag during the war, came in for the payment of the real penalty in prison and in the firing-line. In Germany it is risky work fighting 'the machine.'

Krupp's policy is the exact counterpart of that of the other masters of Germany. Their activities have been world-wide. Spain boasts one mine at Bilbao, in the Basque Provinces, which is of real importance. Realising this, Krupp acquired an interest in it, not the actual control. The whole story of their interests abroad has yet to be told. Since the beginning of the war we have had revelations and to spare of their 'underground' work in the metal world. Nickel is, as everybody knows, an essential alloy of steel in gun-making and armour-plate, and the Société des Mines Nickelieres, although ostensibly French, and, therefore, enjoying extraordinary privileges in New Caledonia, where there are famous nickel-mines, has turned out to be entirely a Krupp concern. It was too, Krupp who got a monopoly in tungsten, which is indispensable for hardening armour-plate, and essential to the production of 'Krupp's cement.' The monazite sands of Travancore, too, from which thorium, uranium, and other rare metals are extracted, had also passed by actual concession into Krupp ownership. As the story goes, the sand was shipped to Ceylon in German freighters, while so much as was passed on to British manufacturers was invoiced at £36! Much of the base metal industry of Australia, too, as we all know, had got into German hands, the London middlemen being merely go-betweens. Even after the declaration of war, the British Government found itself actually buying lead, zinc, copper, and manganese from German firms which had been astutely camouflaged, so that it was a wonder that the Australian Government found a short way of dealing with these manoeuvres, annulling contracts, and expelling enemy-owned trade-marks with right royal promptitude and thoroughness. It may have been late as a precaution, but it was effective. It is, however, forcibly to be hoped that not all the slabby sentimentality of Socialists and Pacifists will put their 'German friends' in possession again. We have a big battle to fight before we can wrest all the laurels from German metallurgists, headed as they are by Krupp.

The firm is now winning characteristic laurels in a new field of activity. It is bearing a hand in the machinations whereby Germany is seeking to undermine the integrity of every country in the world outside of the alliance of the Central Empires. It has established a gigantic advertising bureau which is aiming at the subjugation of the whole Swiss Press, in exactly the same way as it 'influenced' the Italian Press, and has essayed to capture the French Press. Krupp, of course, as newspaper proprietors are old hands at the publicity game. It is, indeed, not to be wondered at that they should be so far in proved themselves more than a match for the Allies put together in this campaign of efficiency.

Obvious parallels present themselves between the rise of Germany and that of Krupp. The destinies of the country and the firm are interwoven, and if Germany falls, Krupp and Kruppism fall with it.—*Chamber's Journal*.

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PUNISHMENT AND RECONSTRUCTION.

[L. F. JACKS.]

Of the many tasks that await us hereafter the chief will be that of outliving the stain which the German method of conducting war has cast upon the reputation of man. It is, of course, upon the Western races that the stain falls deepest. The Eastern races have doubtless drawn their own conclusions, which confirm an opinion previously formed. They have never conceded the claim of the West to moral supremacy. How can they be expected to concede it hereafter?

Foul deeds, of treachery, faithlessness, and cruelty, have followed in rapid succession. As each in turn has failed in its object of terrorising mankind it has been followed up by a worse, and so rapidly that time has hardly been given for judgment on the first to become articulate before its successor was in the field. On an immense scale we have witnessed the working of an inner necessity which belongs to the nature of crime, whereby the criminal is compelled to a continuous expansion of the scope of his guilt. We see him relentlessly driven on to the commission of greater crimes, in the vain hope that the greater will relieve the consequences of the less. The drama alone can depict the process; and this it does by tracing the psychology of guilt through ever-widening circles of devastation until the wave suddenly returns and overwhelms the malefactor himself. It is thus that the history of the Great War will be finally written. The fifth act will show the punishment of the guilty.

We are now at the fourth. The criminal has reached the point when, thanks to the forces his own crimes have summoned into being, he is fighting for his life, holding all means justified which may help him to avert his doom. Control over himself or his own actions has been lost; he is the mere victim of the powers to which he has sold himself, and must do their bidding to the very last. And the same holds true of the avenger. They, too, have no alternative. Their mission is laid out them by the very nature of things. Unless they do their work, life will be to them, as it is to the criminal himself, a tale told by an idiot, full of sound and fury, signifying nothing. Better that all should perish together than that the toil of the ages should come to such a close.

From this point of view the punishment of guilt is a duty laid upon a civilisation whose very life depends on its being able to vindicate the distinction between right and wrong. As a guarantee of power and the will to maintain law and order it is the indispensable foundation of a lasting peace. And not of peace alone, but of the whole catalogue of virtues, reconstructions, and regenerations for which peace is to provide the means and the opportunity, and from which it is hoped the world will derive compensation for the frightful sufferings it has now to endure. It will endeavour to set out the reasons which lead to this conclusion—a conclusion from which men naturally shrink so long as other alternatives remain open.

A flood of schemes, programmes, and proposals for reconstructing the world has been pouring forth from the press, and gathering volume, ever since the war began. A whole literature of reconstruction, distinct in its general character, has come into being. It is the chief literary product of the war. To the future historian it will provide a theme of endless meditation, accompanied by emotions of many kinds. Centuries hence specialists will devote themselves to its study, and the labours of a lifetime will hardly suffice to cover the ground.

By this time it would appear that everything in the heavens above or the earth beneath, which leads to this conclusion, is to be reconstructed. After the war, Religion, naturally, receives the chief attention, and syndicates of theologians have already issued their programmes for its reconstruction. Society is to be rebuilt from top to bottom, on various models. Leagues of peace are to transform the spider's web of international relations into a steel net for the purpose of compelling each other to rest content with the frontiers they have already attained, and the little nations are to be equally content with their littleness—which is nothing less than a reconstruction of the course of history. Governments are to be abolished or reformed. Politics are to be regenerated. Property and marriage are to be governed by new ideals. Manhood and domestic life are to be improved. The arts are to be revived. Women are to have a different status and children to be treated more wisely. Man is to become a new being. According to Mr. H. G. Wells, God himself is to be reconstructed.

That many of these programmes will never be rehearsed, in the form their authors give them, is of course certain. But taken in their totality they are profoundly significant. They indicate a widespread belief that civilised communities will find themselves, at the end of the war, ready and eager for an immense task of self-reformation, and that the requisite fund of moral force will be in existence to accomplish the task. It is to the last of these beliefs that I wish to draw attention. For the war may conceivably have an issue which will shatter the moral forces of the communities mainly concerned and leave them in a condition of indifference, depression, even despair. This would be fatal not only to the particular self-reformations proposed, but to all others whatsoever.

Reading this literature, piecemeal, as we commonly do, in our daily, weekly, monthly, quarterly press, and in the books which appear from time to time, its significance may escape us. Viewed in the mass, it is amazing and outrageous. It reveals the infinite degradation of man with the achievements of civilisation up to date—a degradation which the war has brought to a head, and of which, for the first time, it has made us fully

conscious. Not until we view the programmes of reconstruction in their enormous totality does this fact strike us with its full and proper force. Then only does it come home to us, with a certain salutary shock, that the whole of this immense structure of hopes, dreams, programmes, and ideals would tumble to the ground like a house of cards—if the Germans were to win the war. Viewed in that light, every programme of reconstruction is a gamble with Destiny.

This truth is obvious. If we permit ourselves for a moment to entertain the thought, however unpleasant, of a German victory, we shall see the justice of the adjective.

To begin with, a German victory would leave us in such a state of moral depression and material weakness that neither the will nor the means would exist to carry these proposals with their immense demands on hope, faith, and energy, into effect. Take, for example, the God whom Mr. Wells proposes to substitute for the Christian Deity. To believe in the God of Mr. Wells one would need to be in high spirits. In the event of a German victory we should be in low spirits, and nobody would take the slightest interest in Mr. Wells' God. Moreover, it is highly doubtful if the German rulers would permit us to worship a Deity so unfriendly to their own Kultur, even if we were otherwise disposed to worship him. Or take education. A reformed education demands, and rightly demands, an enormous public expenditure. Saddled with the burden of a great indemnity, our navy and mercantile marine at the bottom of the sea and our national industry completely crippled in consequence (according to the latest project of the German Chancellor, who, in plain terms, is the money to come from) And who would feel that any of these things was worth while? We are little likely to undertake the immense task of reconstructing our life unless we are ardently and enthusiastically convinced that our life is worth reconstructing. Under a German victory we should have no such feeling; we should doubt whether life were worth living at all.

This should be especially noted by those philosophical reconstructors, like Mr. Bertrand Russell, who are "above the battle." With the rest of us, Mr. Russell is unconsciously speculating in an issue of the conflict favourable to the British side. Not one of his "Principles of Social Reconstruction" would have the faintest chance of being acted upon, except by hecatombs, in a world dominated by Germany. Mr. Russell would substitute "creativity" for "possession" as the aim of our common life; and the literature of Reconstruction contains no more pregnant suggestion. But if Germany wins, "possession" will be placed on a firmer throne than ever, and "creativity" will be crushed into the mire. Under that dread hypothesis no Englishman would have the heart or the will to create anything at all—except, perhaps, his own coffin.

With the literature of reconstruction in Germany I am not acquainted, but who can doubt that it shares at least one characteristic with that of our own country? It assumes that the side to which its authors belong is going to win the war.

Nor do I know what part this assumption is playing, or what degree of prominence it has, in the minds of German writers on reconstruction. But in our own country the universal habit of taking our victory for granted has the effect of obscuring the importance of the assumption, or at least of leading us to regard it as of secondary importance to the reconstruction in which we are interested. Absorbed in our schemes for building a new world, we are apt to forget that the prospect of their success is contingent on an event the issue of which rests with the men on the sea or in the trenches, and perhaps with the gods—an event whose nature is at present unknown.

But here we are confronted with what, to those who take broad views of the situation, must appear by far the most perplexing of its aspects. A community broken in heart and shattered in resources is in no position to undertake a vast enterprise of reconstruction. That would be the condition of one half of the civilised world, our own half, if the Central Powers were to succeed in overwhelming us. But obviously, the same would hold true of the other half if the conditions were to be reversed. Let victory come to whichever side it may, it would appear that one half of Europe will be impoverished, humiliated, and broken-hearted. A condition more unfavourable to the birth of a new and better age could hardly be imagined. The exhilaration of the one side will only serve to measure the depression of the other. Even domestic reform among the victors would be checked by the presence on the outskirts of vast, sullen populations, and by the imminent dangers thence arising. The international situation would be more difficult, and perhaps hopeless. The dream which embraces all Europe, and perhaps the whole world, in its scope—the dream of a reconstructed civilisation—would have to be abandoned. The dead weight of half a continent brooding on its woes, nursing its anger, plotting its revenge, would condemn such an enterprise from its birth. Reconstruction, on any terms, would be next to impossible.

This formidable difficulty has been foreseen by many thinkers both in belligerent and neutral countries, and has been emphasised by those who, in their own eyes, are "above the battle." These thinkers, with some show of reason, have argued that the only way to avert an issue which, whatever form it takes, involves ruin to the hopes of good men, is to put a stop to the conflict before either side claims the victory. That is not the position of the present writer. So far as it is possible for a civilian to make the claim, he is "in" the conflict, and has no desire whatsoever to be "above." For reasons into which it is here impossible to enter, he believes that any issue short of a clear vindication of the principles for which the Allies are fighting would be an irreparable disaster to the human race, the prelude to further conflicts worse than the present. Great as are the difficulties which would supervene upon the victory of the Allies, the difficulties which would attend a "draw" are almost infinitely greater. The war has definitely raised a question the answer to which carries the fate of civilisation. To that question the war must give the answer, yes or nay.

Are we then to sit down before an insoluble deadlock? Must we accept the certainty that no definite victory, of

either side will leave the other side so broken and humiliated, so angry and revengeful, that the regeneration of Europe, which can only be effected by the high-hearted and willing co-operation of all concerned, will be impossible?

The answer depends on what we mean by "victory." Victory may be conceived in many forms; and of most of them it may be said without hesitation that they leave us in presence of the deadlock aforesaid. But does this hold true of all of them? Of victory, as of most other things, the point lies in the application. Is there then no form in which we can conceive our victory the victory of the Allies, so conceived that the effect would follow of indicating the essential principle for which we are fighting, without that of leaving our opponents morally crushed and consciously humiliated? Can we by any stretch of imagination—and imagination is perhaps our best helper at this point—construct the image of some definite application of victory which would work in this double way: so that—paradoxical as it may seem—our adversaries would share, and consciously share, with ourselves in its fruit?

Imagination can construct such an image. Whether the means can be found for bringing the dream to fulfilment is another question. Most assuredly the difficulties are great. But to those who emphasise this, I would answer by reminding them of the problem before us, and ask them to produce an easier solution than that which I have presently suggested. The problem is the regeneration of Europe—that is, of starting with general hope, confidence, and energy on some new and better path than that which has brought us to the present state of affairs. How is this to be effected if we assume that one half of Europe—which half does not matter to the argument—is the sullen victim of the other half, crushed, humiliated, depressed, and recalcitrant? Unless this be avoided, the position of affairs after the war will be worse than it was before, let victory come to whom it may.

For ages past the life of man has been darkened and blighted by the presence in the world of a class of criminals who under many names and disguises, and by various arts, have first befuddled and then exploited the nations who tolerated them. In earlier ages these men stood forth boldly, in the face of true character; they were known as tyrants, hated by all, and put to death whenever their victims got the chance. In later times they have learnt to shelter themselves behind some "philosophy of the state," and, aided by science and the immense powers which science gives to bad men, they have contrived new arts for the betrayal of mankind. In spite of all the efforts which the nations have made, some of them partly successful, to rid the world of pest, these criminals, thanks to their cleverness in adopting new disguises, have managed to survive. To them, to their characters, habits, traditions, and ambitions, the world is indebted for the measureless catastrophe of the present hour. It is a vain thing to explain the war in terms of "ideas," "tendencies," "historical forces," or other such abstractions. It is to explain the characters, and the positions, of a small group of extraordinarily dangerous men. Their chief representatives to-day are well-known to the whole world—best known perhaps among the very people whom they have befuddled and betrayed. They are responsible for the war, and for all the faithlessness, cruelty, and general moral imbecility which has surrounded the conduct of the war with their darkest crimes of history.

Concentrating attention on this obvious truth, a vision begins to form itself of an ending to the war which would be nothing less than a general victory for all Europe—indeed, for all the world; a victory in which the Central Empires themselves would be the chief sharers and could hardly fail to recognise themselves as such. It is I frankly confess, a vision of punishment, of punishment so solemn and deliberate, so just, and so universally approved that it would shine to future ages as one of the most sacred deeds in the history of man. Let these malefactors, then, be informed, by methods which admit of no misunderstanding, that the time has come at last when their presence, and the presence of their likes, is no longer to be tolerated on this planet. Let them be called to account for their crimes, solemnly judged, and effectually disposed of by the human race. A victory which takes this form will be a victory for all mankind.

As we contemplate the victory of the Allies, the only desirable ending of the War that we can contemplate, an immense catalogue rises up of wrongs that will have to be set right—reparations, restitutions, guarantees innumerable. In so great a multitude of wrongs we are apt to lose sight of the chief wrong, the fountainhead of all the rest, which is what I have said. So long as that is suffered to exist, the others, which are its derivatives, are bound to recur. The most effectual guarantees, Leagues to Enforce Peace, or what not, will be no more than brief palliatives or mitigations, and may even in the long run become, as previous arrangements of that kind have become, mere instruments for astute villains to make use of. Until these men have been removed, and all that they stand for finally discredited by the manner of their removal, the path to a regenerated Europe is blocked.

Their removal would bring into the moral life of all nations that breath of exhilaration, that sense of freedom, that feeling of unity, which are precisely what is needed to start civilisation on a new career, and without which, it may be confidently said, the new start cannot be made. We might be well content to leave all other proposals in abeyance for the time being and to concentrate upon this as our essential aim in the war. Much that we are now trying to arrange, much that was mentioned in the Allies' statement of their aims, would arrange itself if the chief obstacle were out of the way. On the other hand, it is plain that many of these questions—questions that touch the most intimate rights both of belligerents and neutrals—can never be solved so long as the chief obstacle exists, or even promises to return.

The idea of a regenerated Europe which is to start its career with 100 million of its inhabitants in a state of punishment is not only an absurd notion—it is an insane notion. And yet the truth remains that no regeneration can begin until the guilty have received their deserts. It is merely a question of identifying the criminals. This can be

(Continued at foot of next column.)

LORD DERBY AT THE ELYSÉE—PRESENTATION OF CREDENTIALS.

Lord Derby presented his credentials as British Ambassador to France on May 1st to President Poincaré, who received the new Ambassador with the ceremonial customary on such an occasion.

Lord Derby said:—
M. le Président, it is my duty to present to you the letters of recall of my distinguished predecessor, Lord Bertie of Thun, an Ambassador whose eminent services rendered to his country in the course of a long diplomatic career have earned him the gratitude of three successive Sovereigns.

When my predecessor assumed the duties of Ambassador to France a perfect understanding already existed between our two nations. I succeed him at a moment when this understanding has ripened into a close, cordial alliance, an alliance consecrated for all time by the blood which has been shed by our two peoples upon the same battlefield in defence of liberty and justice. There can be no more fitting occasion to express the profound admiration for the noble feats of the heroic, gallant soldiers of France felt by the country which I represent.

I can assure you that the sentiments which in 1914 decided the participation of the British Empire in the present war are to-day as strong as at the outset, and that my Sovereign's Dominions are still animated by the same indelible will to spare no efforts to secure that victory which shall give us lasting peace.

I am now to the work of diplomacy. I venture to hope, however, that, in spite of this, perhaps because of it, I shall be able to rely more fully on your generous assistance and that of the Government of the Republic in order to achieve the purpose which I have at heart.

It will be my earnest endeavour to secure that the close alliance of our two peoples shall endure beyond the battles we have fought in common, and that the future victory which will assuredly reward our arms shall be the opening of an era when the two countries will be as closely united in the occupations of peace as now they are by those of war.

President Poincaré, replying to Lord Derby's speech, after a tribute to Lord Bertie, the remembrance of whom would be "ever present in our minds," remarked that Lord Derby was too modest when he said that diplomacy was for him a new sphere of activity. His lordship was, more than anyone, acquainted with weighty political and military questions, having lately occupied a high post in the British Government.

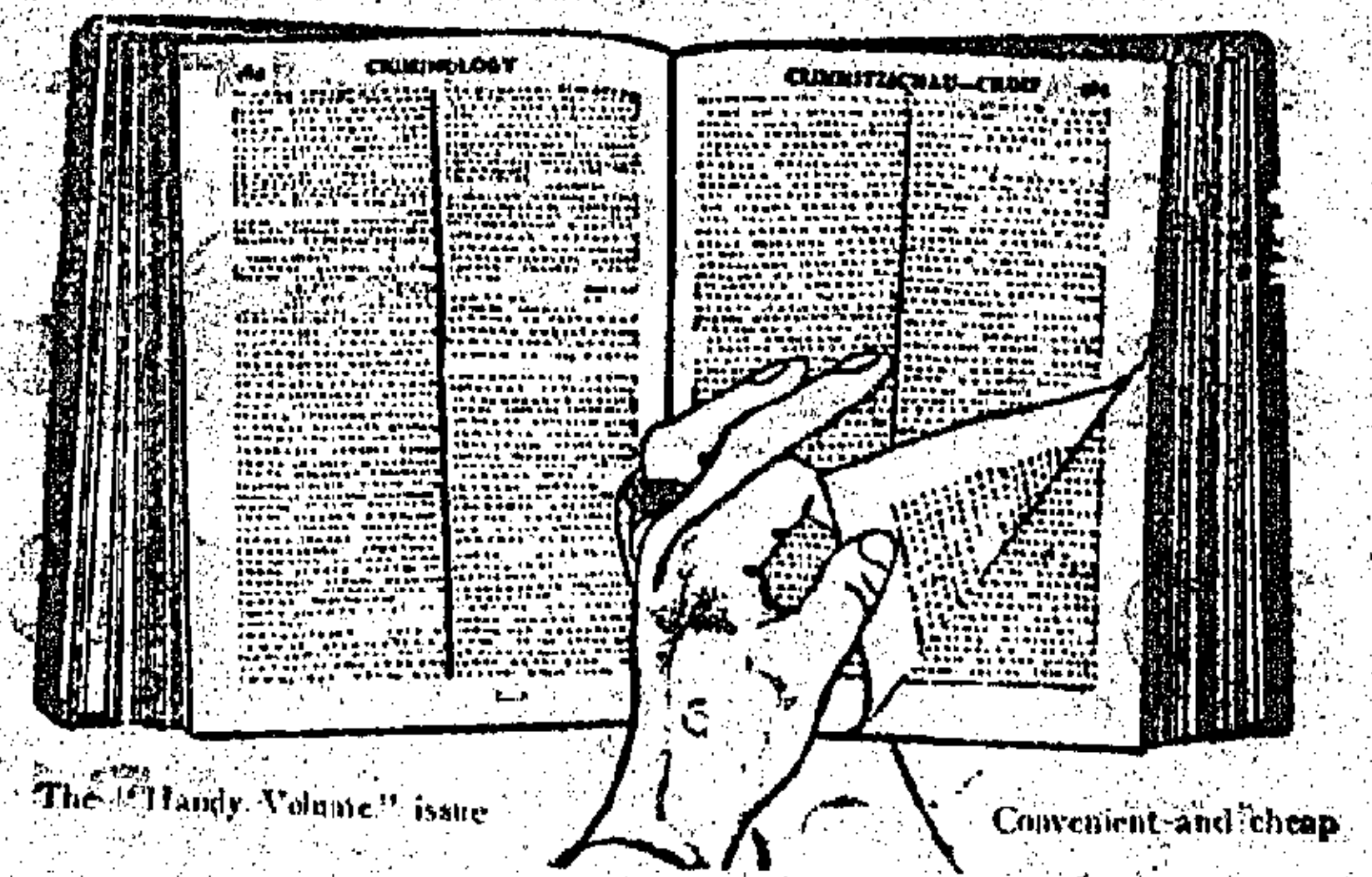
It is an unprecedented fact in the history of humanity (continued M. Poincaré) that entire nations have risen of their own free will for the defence of a single cause, and they will for a long period have mingled their thoughts, united hopes, and combined their common efforts. How could these heroic struggles, sustained for the triumph of a common ideal, fail to prolong their salutary influence on the future of France and Great Britain? I do not doubt, M. l'Ambassadeur, that you will know how to derive, when the time comes, the most happy results from these great events which will have sealed for ever the friendship of our two nations, and the Government of the Republic will be happy to co-operate with you for the advantage of both nations in seeking in their indissoluble alliance fresh springs of energy and prosperity.—*Reuter.*

done. Probably their total number does not much exceed that of the better men than themselves who are killed and wounded in a "quiet" day of trench warfare. They are the chief enemies of mankind. So long as they are suffered to remain where they are, peace, progress, civilisation will stand in perpetual jeopardy.

Finally I would beg the reader to consider the alternative and to face the consequences. Let him conceive the war coming to a conclusion, in the victory of either side, or of neither side, which will leave the darkest era of history—a crime committed against the whole human race—unpunished. This would mean an open confession that civilisation, as it exists to-day, or as it would exist when the war came to a close, was powerless to vindicate the distinction between right and wrong; and the knowledge of this powerlessness, and the memory of it, would be the starting-point of the new era. Is it possible to conceive a more disastrous beginning for a great reformation of public morals?

Let us further conceive that the chief criminals are left in possession of their present place and power. On these conditions the notion of "lasting peace," no matter how guaranteed, is the limit of absurdity. It is not a vain thing to suppress crime by organising police, if at the same time half the police, and conceivably the whole, are to be under the orders of the criminals themselves!

There is nothing new in these ideas. They must have been present all along to the mind of every man who has attentively considered the *four et origina* of the war, and of the worst features of the war. Nor need we hesitate to believe that they are, as plain, or nearly as plain, to the intelligence of our enemies as to our own. But something has yet to be done, perhaps, to secure for them their right place in the importance and their importance is primary. By concentrating attention upon them it may yet be possible to find a common ground on which the peoples of Europe, now at war, may amicably discuss their common interests and their common destiny—questions which, in the absence of the prime condition aforesaid, will remain at a deadlock and become an endless source of future strife. Whatever be the issue of the war, all dreams of a peaceful and regenerated Europe are worthless unless they have as their starting-point, the condemnation and final removal of the military autocracies. That given, the rest might follow. I predict nothing, and am well content that this should be regarded, not as the most hopeful, but as the least hopeless of the prospects before us.—*The Hibbert Journal.*



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For PASSAGE RATE, HAND-BOOKS FREIGHTS, DATES OF SAILING, ETC., apply to P. & O. S. N. Co. P. L. KNIGHT, Acting Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

MANILA ... "LOONGSANG" ... Fri., 28th June, 3 p.m.
 SHANGHAI via SWATOW ... "WINGSHANG" ... Sun., 30th June, 11 a.m.
 TIENSIN via CHEFOO ... "CHIPSING" ... Tues., 2nd July, 11 a.m.
 SHANGHAI ... "TAISANG" ... Tues., 2nd July, 11 a.m.
 HAIPHONG ... "TAISANG" ... Tues., 2nd July, 11 a.m.
 SANDAKAN ... "YUENSANG" ... Fri., 5th July, 3 p.m.
 CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "KWAISANG" and "VITIL" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

SINGAPORE LINE.—The s.s. "VAN WAERWICK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first-class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BOERNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Wankow and Chefoo.

UNDER STRAITS GOVERNMENT PASSENGER REGULATIONS, all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photograph and description affixed thereto. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers. Telephone No. 215.



THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Times Apply to JARDINE, MATHESON & CO., LTD., Agents. Telephone No. 215. See Ex. 19

BEFORE LEAVING FOR HOME ON A HOLIDAY

ORDER THE "HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SON KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED. Including the Movements of the Local Markets

24 PAGES 24 PAGES 24 PAGES

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	KOBE & MOJI	29th June	2nd July	MACASSAR
TJIMANOEK	AMOY	6th July	10th July	BATAVIA

Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the JAVA-CHINA-JAPAN LIJN. York Building, 1st Floor. Telephone No. 1574.

JAVA-PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI. Subject to Change Without Notice.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a fully qualified surgeon. Cargo taken on through Bills of Lading to all Overland Ports in the United States of America and Canada. For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN. Managing Agents. York Building. [1467]

JAVA-SAN FRANCISCO

VIA SINGAPORE, MANILA, HONGKONG, JAPAN AND HONOLULU.

Fortnightly Joint-Service of the

"NEDERLAND" and "ROTTERDAM LLOYD"

ROYAL MAIL LINES.

Next departures from HONGKONG:

Steamers	Tons	To Sails.
VONDEL	10,000	1st July.
RINDJANI	8,000	12th July.
GROTIUS	10,000	28th July.
ORANJE	8,000	8th Aug.

These Superior Passenger Steamers have excellent accommodation for First and Second Class Saloon Passengers.

For particulars of freight and passage apply to—

JAVA-CHINA-JAPAN LIJN. Agents. [1557]

Telephone 1574-1576-1576.

Shipbuilders, Boat Repairs, Electrical and Mechanical Engineers, and Marine Engineers.

SHIPS ENGINES BOILERS MOTORS.

TAIKOO DOCK

Boat Repairs, Electrical and Mechanical Engineers, and Marine Engineers.

The Taidoo Dockyard and Engineering Co., of Hong Kong, Ltd.—Sunderland & Swiss, Hongkong. China and Japan Agents. Telephone 512.

Address: "TAIKOO DOCK."

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. BAGGAGE collected, forwarded and insured at lowest rates. Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application. Telegraphic address "COUPON." THOS. COOK & SON, Hongkong Hotel Buildings, corner of Peking Street and Des Vaux Road, HONGKONG. Also SHANGHAI, PEKING, YOKOHAMA, MANILA. Chief Office—LUDGATE CIRCUS, LONDON E.C.

WEATHER REPORT.

June 27th, 11.00.—Warning to Hongkong, Coast Forts, Manila, &c.—Typhoon in Lat. 16 deg. N. Long. 126 deg. E. moving W.N.W. velocity unknown.

June 27th, at 12.04.—No returns from Japan and Vladivostok. Pressure has increased slightly over the Philippines, and increased slightly elsewhere. The depression over Tongking is filling up; at 6 a.m. the typhoon was situated in Lat. 16 deg. N. Long. 126 deg. E. approximately, moving W.N.W.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since 1st January, 37.02 inches, against an average of 37.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Cap Rock	East winds, moderate; fine.
Formosa Channel	N.E. winds, moderate.
South Coast of China between Hongkong and Lamook	No. 1.
South Coast of China between Hongkong and Hainan	No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

27th JUNE, A.M.

Station.	Hour	Barometer		Temperature	Humidity.	Wind		Weather
		at Sea Level.	at Station.			Direction.	Force.	
Vladivostok	8 a.	—	—	—	—	—	—	—
Nemuro	8 a.	—	—	—	—	—	—	—
Hakodate	8 a.	—	—	—	—	—	—	—
Tokio	8 a.	—	—	—	—	—	—	—
Kobe	8 a.	—	—	—	—	—	—	—
Nagasaki	8 a.	—	—	—	—	—	—	—
Kagoshima	8 a.	—	—	—	—	—	—	—
Osaka	8 a.	—	—	—	—	—	—	—
Naha	8 a.	—	—	—	—	—	—	—
Ishikawa	8 a.	—	—	—	—	—	—	—
Honolulu	8 a.	—	—	—	—	—	—	—
Wakai	8 a.	—	—	—	—	—	—	—
Hankow	8 a.	—	—	—	—	—	—	—
Ichang	8 a.	—	—	—	—	—	—	—
Kiungking	8 a.	—	—	—	—	—	—	—
Chungking	8 a.	—	—	—	—	—	—	—
Shanghai	8 a.	—	—	—	—	—	—	—
Yokohama	8 a.	—	—	—	—	—	—	—
Amoy	8 a.	—	—	—	—	—	—	—
Swatow	8 a.	—	—	—	—	—	—	—
Taipei	8 a.	—	—	—	—	—	—	—
Taiwan	8 a.	—	—	—	—	—	—	—
Kobe	8 a.	—	—	—	—	—	—	—
Pescadores	8 a.	—	—	—	—	—	—	—
Canton	8 a.	—	—	—	—	—	—	—
Hongkong	8 a.	—	—	—	—	—	—	—
Gap Rock	8 a.	—	—	—	—	—	—	—
Wakai	8 a.	—	—	—	—	—	—	—
Wakao	8 a.	—	—	—	—	—	—	—
Kobe	8 a.	—	—	—	—	—	—	—
Peking	8 a.	—	—	—	—	—	—	—
Manila	8 a.	—	—	—	—	—	—	—
Tientsin	8 a.	—	—	—	—	—	—	—
Cape of Good Hope	8 a.	—	—	—	—	—	—	—
Yokohama	8 a.	—	—	—	—	—	—	—
Amoy	8 a.	—	—	—	—	—	—	—
Dagupan	8 a.	—	—	—	—	—	—	—
Manila	8 a.	—	—	—	—	—	—	—
Legaspi	8 a.	—	—	—	—	—	—	—
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INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents

"ELI ERMAN" LINE.

(WILDFMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 29th June, 3 P.M.
SWATOW and BANGKOK	"LUCHOW"	On 30th June, Noon.
SHANGHAI	"SINKIANG"	On 2nd July, 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wampoa.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans | FRIDAY, 28th June, at 1 P.M.
"HAIKAN" ... Capt. A. E. Hodgins | TUESDAY, 2nd July, at 1 P.M.

Arrivals and Departures from this Company's Wharf (on an Ebb Tide).

For Freight and Passage, apply to—
DOUGLAS LAFRAIK & CO.,
General Managers

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to—
DAVID BASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Arriving Mail	Depart	Destination
to	from	from	from	to
Colombo	Nova	Str. from Colombo	MARSHALL	at LONDON

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS
(Non-Transshipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWITZERHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DUGGLES, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,
Acting Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI KOREA	SADO MARU ... 12,500 tons	9th July, 11 A.M.
YOKOHAMA	KAWACHI MARU ... 12,500 tons	10th July, 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU ... 12,500 tons	20th July, 11 A.M.
YOKOHAMA	TANGO MARU ... 12,500 tons	17th Aug. 11 A.M.
SHANGHAI, MOJI & KOBE		
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS., TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & BANGKOK		

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

† KATORI MARU ... Fri. 19th July, at 11 A.M.

† SUWA MARU ... Wed. 14th Aug. at 11 A.M.

‡ Omitting Manila East bound.

For further information apply to
NIPPON YUSEN KAISHA,
8 MOJI, Manager

Telephone 223 and 224

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SHINYO MARU	23,000	TUES. 16th July
KOREA MARU	20,000	TUES. 18th Aug.
SIBERIA MARU	20,130	TUES. 27th Aug.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO ORUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	July 10th.
ANYO MARU	18,500	Sept. 8th.
NIPPON MARU	11,000	Nov. 8th.

Tickets are interchangeable with the CANADIAN PACIFIC COAST SERVICE, Ltd., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

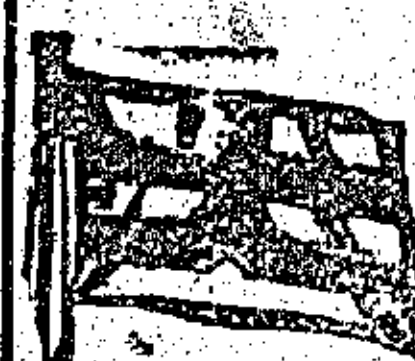
Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to

TELEPHONE 740.

J. TOURTET, Acting Agent,
Queen's Building.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

GENOA LINE—Monthly service via Singapore, Bombay and Port Said.
MARSEILLES LINE—Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"MANILA MARU" ... WEDNESDAY, 17th July, at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay sailing at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, sailing Auckland, N.Z., Sydney and Melbourne.

FORBES LINE—The steamers will arrive at and depart from the BOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... SUNDAY, 30th June, at Noon.

TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... THURSDAY, 4th July, at 9 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS.

Please Apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry) "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" August 7th. "CHINA" August 8th.

An unsurpassed high-class passenger service.

Prince's Buildings.

O. H. RITTER, Freight and Passenger Agent,
Ice House Street, Tel. 1942.

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

For	For	DATE
Swatow, Amoy and Foochow ...	...	Friday, 28th, 1.00 P.M.
Philippine Islands ...	...	Friday, 28th, 3.00 P.M.
Straits, Bangkok, Ceylon, India via Dhanushkodi, Lourenco Marques Cape Town and Europe via Cape ...	...	Saturday, 29th, 10.30 A.M.
Straits and Bangkok ...	...	Saturday, 29th, 11.00 A.M.
Shanghai, and N. China ...	...	Saturday, 29th, 2.00 P.M.
Shanghai and North China ...	...	Saturday, 29th, 3.00 P.M.
Tientsin ...	...	Saturday, 29th, 5.00 P.M.
Philippine Islands ...	...	Saturday, 29th, 5.00 P.M.
Swatow, Amoy and Formosa via Keelung ...	...	Sunday, 30th, 9.00 A.M.
-- JULY --		
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA AND EUROPE via SAN FRANCISCO ...	...	Monday, 1st, Registration... 9.45 A.M. Letters... 10.30 A.M.
Hai Phong ...	...	Monday, 1st, NOON
Swatow, Amoy and Formosa via Keelung ...	...	Tuesday, 2nd, 8.00 A.M.
Sandakan ...	...	Tuesday, 2nd, 11.00 A.M.
Swatow, Amoy and Foochow ...	...	Tuesday, 2nd, 1.30 P.M.
Shanghai and North China ...	...	Tuesday, 2nd, 2.00 P.M.
Japan via Kobe ...	...	Friday, 5th, 11.00 A.M.
Japan via Kobe, Canada, United States, Central and South America, and Europe via Seattle ...	...	Saturday, 6th, Registration... 9.45 A.M. Letters... 10.30 A.M.
STRAITS, BANGKOK, CEYLON, BOMBAY, ADEN, EGYPT and EUROPE via SUEZ The Parcel Mail will be closed on Tuesday, 9th July, at 5 p.m.	...	Wednesday, 10th, Registration... 9.45 A.M. Letters... 10.30 A.M.

Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD

For	On Week-Days	On Sundays & Holidays
Tai O ...	11.00 A.M.	...
Tai Po ...	10.00 A.M.	9.30 A.M.
Onong Chow ...	7.30 A.M. 1.30 P.M. 4.00 P.M.	...
Shataukok, Shatin and Sheungshui Abodeen, Antau Ping Shan, Sai Kung Sanda, Stanley ...	4.30 P.M.	...
Canton and Samshui ...	7.30 A.M. Regia. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Maaso ...	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.00 A.M.
Kongmoon ...	Except Saturdays 5.00 P.M.	5.00 P.M.
Namtan and Sammel ...	10.00 A.M. 4.00 P.M.	9.00 A.M.
Shamchun Wuchow ...	4.00 P.M.	4.00 P.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays	On Holidays
Maaso ...	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Canton ...	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 P.M.
Tai Ping Tung ...	9.30 P.M.	3.30 P.M.	9.30 P.M.
Shet K ...	9.30 P.M.	3.30 P.M.	9.30 P.M.
Kongmoon ...	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kumohk ...	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kankong ...	6.00 P.M.	6.00 P.M.	6.00 P.M.
Wuchow ...	Except Saturdays 4.30 P.M.	4.30 P.M.	4.30 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

"HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East \$11.00	...
Do. Do. Smaller Edition 7.00	...
Children of Far Cathay, a Social and Political Novel by C. J. H. Halsey 3.50	...
The Jubilee of Hongkong, being an Historical Sketch, to which is added an Account of the Celebrations in 1861 1.50	...
The Hongkong Typhoon, Sept. 18th, 1906, Illustrated Account 0.50	...
Temporary Mining Regulations in China 0.50	...
Regulations for Railway Construction in China 0.50	...
Hongkong Harbour Reports of the Meetings of the Legislative Council, Published Annually 5.00	...
Meetings of Naval Gunns and their Experiments One with the Lady Smith Relief Column 1.00	...
Warlike Exploits of the Miaoan Navy, by J. H. Featherstonhaugh 1.00	...
Political Obstacles to Missionary Success in China 0.25	...
Trade Mark Regulations in China 0.25	...
Missionary Directory, cloth cover ... \$1.25	...
Do. Do. paper cover ... 0.80	...
Dog and Gun in New Territory ... 1.00	...
From Hongkong to Canton, by the Pearl River--A Book for the Globetrotter, by Capt. C. V. Lloyd, with Maps and Plans ... 1.75	...
Hongkong Weekly Press, half-yearly vol. bound ... 2.50	...
Sixty Years Anglo-Chinese Calendar, 1854 to 1923 ... 2.00	...
Notes of Exchange at Hongkong/English Mail days 1874 ...	...
Bombay Rates of Exchange at Hongkong, English Mail Days, 1895 ... 1.00	...
Called Out: or the Chang Wang's Daughter, an Anglo-Chinese Tale, narrated by Chas. J. H. Halsey ... 2.00	...
Plan of the West River ... 1.00	...
" " Victoria ... 1.00	...
" " Kowloon ... 0.75	...
" " Peak ... 0.75	...
" " New Territory ... 0.75	...
Power of Attorney Form ... 0.20	...
Mail Tables for 1914, on card ... 0.20	...
Do. on paper ... 0.25	...

COMMERCIAL

CLOSING QUOTATIONS.

LONDON.	June 27th
Telegraphic Transfer ...	3/3 1/2
Bank Bills, on demand ...	3/3 1/2
Bank Bills at 30 days' sight ...	3/3 1/2
Bank Bills at 4 months' sight ...	3/3 1/2
Credita, at 4 months' sight ...	3/4 1/2
Documentary Bills 4 months' sight ...	2/4 1/2
On PARIS ...	...
Bank Bills, on demand ...	44 1/2
Credita, at 4 months' sight ...	45 1/2
On NEW YORK ...	...
Bank Bills, on demand ...	77 1/2
Credita at 60 days' sight ...	77 1/2
On BOMBAY ...	...
Telegraphic Transfer ...	nom.
Bank Bills, on demand ...	nom.
On CALCUTTA ...	...
Telegraphic Transfer ...	nom.
Bank Bills, on demand ...	nom.
On SHANGHAI ...	...
Bank Bills at sight ...	nom.
Private, 30 days' sight ...	147
On YOKOHAMA ...	...
On demand--Pecuniary ...	155
On SINGAPORE ...	...
On demand ...	139 1/2
On BATAVIA ...	...
On demand ...	149 1/2
On HANKOW ...	...
On demand ...	14 1/2 p.m.
On SAIGON ...	...
On demand ...	14 1/2 p.m.
On HONGKONG ...	...
On demand ...	47 1/2
SOVEREIGNS, Bank's Buying Rate ...	\$ 6.05 n.
GOLD LEAF, 100 fine, per tael ...	\$45.40
BAR SILVER, per oz ...	49 1/2

SUBSIDIARY COINS	per cent.
Hongkong ... 20 cents, pieces ...	\$0.00 Premium
Hongkong ... 10 ...	\$0.03
Canton ... 20 ...	\$4.15 Discount
Canton ... 10 ...	\$0.00

FORTHCOMING EVENTS.

TO DAY.	3 p.m.--Auction of Leasehold property at Sales Rooms, by Mr. Geo. P. Lamert.
TO-MORROW.	Noon--Indo-China Steam Navigation Co. Ltd., General Meeting.
Monday, 1st July.	General Holiday.
Wednesday, 3rd July.	11.30 a.m.--Hongkong Steel Foundry Co. Ltd., Meeting of Shareholders.

VISITORS TO CANTON

Should Purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

By
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:
Hongkong: "Daily Press" Office.
Messrs. KIM & WONG, Ltd.
Messrs. BARNES & CO.
Canton: Messrs. A. S. WATSON & CO.

OFFICE--14 DES VŒUX ROAD.

Phone--358

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

Now the warm weather is approaching, we wish to bring to
your notice the advisability of having your fans cleaned and
oiled.

All work entrusted to us will receive prompt personal
attention. A large stock of fans and electrical goods always on
hand and competent workmen can be sent to any address.

ATOMISERS IN STOCK OR MADE TO ORDER.

BANKS

BANQUE INDUSTRIELLE DE CHINE.

SUBSCRIBED CAPITAL ... 45,000,000
PAID UP ... 22,500,000
(1/2 of the Capital, i.e. 22,500,000
subscribed by the Government
of the Chinese Republic.)

Chairman of the Board, André Berthelot
General Manager, A. J. Pernot

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Peking

Shanghai

Tientsin

Hongkong

Saigon

Haiphong

Yunnan

BANKERS:

In FRANCE: Société Générale pour favoriser
le Développement du Commerce et de
l'Industrie en France.

In LONDON: London County & Westminster
Bank, Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial
Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed
Deposits in Local Currency and in Gold.
Terms on application.

Every description of Banking and
Exchange business transacted.

Special facilities for French Exchange.
M. ROUET DE JOURNEL,
Manager.

HONGKONG BRANCH,
Queen's Building,
5, Des Vœux Road.
Hongkong, 11th April, 1918. Tel. 2440.
[1470]

BANKS

HONGKONG SAVINGS BANK

THE Business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Banks may be obtained on application.

INTEREST on deposits is allowed on the
Minimum Monthly Balances at 2 1/2 per cent.
per annum.

Depositors may transfer at their option
balances of \$100 or more to the Hongkong
and Shanghai Bank to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STARR,
Chief Manager.

Hongkong, 2nd November, 1914. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE--LONDON.

PAID-UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$2,000,000

RESERVE LIABILITY OF PROPRIETORS \$1,800,000

FOREIGN EXCHANGE and General
Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

T. C. DOWNING,
Manager.

Hongkong, 16th May 1917. [143]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$1,500,000

STERLING ... \$1,500,000

SILVER ... \$19,500,000

RESERVE LIABILITY OF PROPRIETORS \$34,500,000

CORPORATE DIRECTORS:

Hon. Mr. F. H. HOLYOAK--Chairman.

G. T. M. EDKINS, Esq.--Deputy Chairman.

S. H. DODD, Esq.

C. S. GABBY, Esq.

Hon. Mr. D. LINDALE

E. V. D. PARR, Esq.

W. L. PATTERSON, Esq.

J. A. HUMMER, Esq.

Hon. Mr. E. SHELLIN.

CHIEF MANAGERS:

Hongkong--N. J. STARR Esq.

MANAGER:

Shanghai--A. G. STEPHEN, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per

cent. per annum on the Daily Balance.

On Fixed Deposits

For 3 months, 2 1/2 per cent. per annum.

" 6 " 3 " "

" 12 " 4 " "

N. J. STARR,

Chief Manager.

Hongkong, 2nd May, 1918. [9]

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital ... \$1,600,000

Subscribed ... 1,125,000

PAID-UP ... 885,000

RESERVE FUND ... 650,000

BANKERS:

THE BANK OF ENGLAND,

THE LONDON JOINT STOCK BANK, LIMITED

BRANCHES:

Bombay, Calcutta, Hongkong, Kanton, Peking, Shanghai, Singapore, Suez, Tientsin, Yokohama.

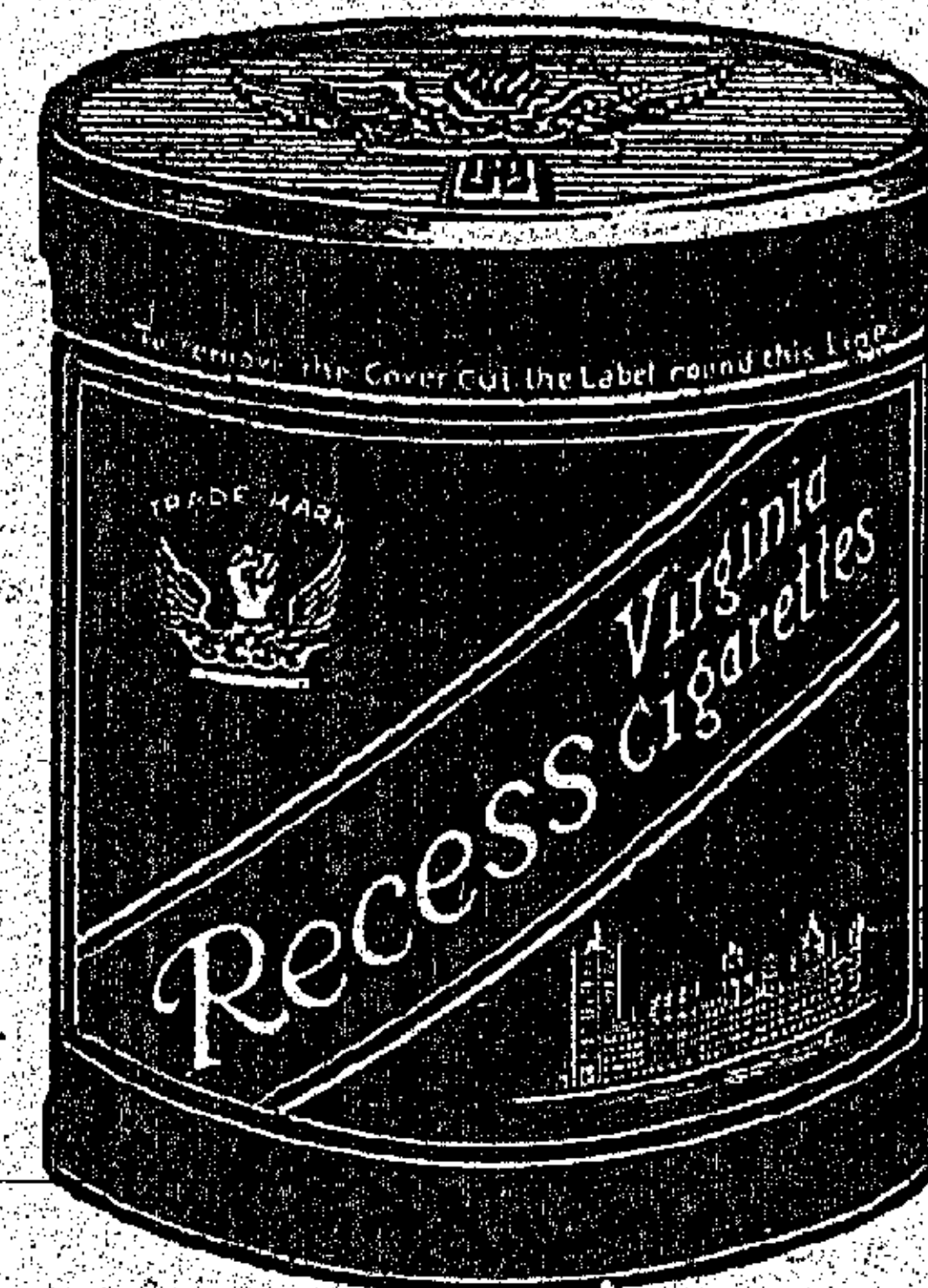
Every description of Banking and Exchange
business transacted.

INTEREST allowed on Current Accounts
as a per cent. per annum on Daily Balances
and on Fixed Deposits at rates that may be
ascertained on application.

O. CHAMPEIN,
Acting Manager.

No. 7, Queen's Road Central,
Hongkong, 28th May, 1916. [187]

Printed and Published by HENRY ADOLPHUS OAKWRIGHT, for THE HONGKONG
DAILY PRESS, LTD., at 10A, Des Vœux Road, Central, Victoria, Hongkong

RECESS No. 44.
VIRGINIAN CIGARETTES.

A
Large Size
Cigarette.

Packed in
Air-Tight
Tins of 50
Cigarettes.

A shipment has just arrived in the Colony.

Manufactured

by



This advertisement is issued by Westminster Tobacco Co., Ltd.

[1440]

BANKS

THE BANK OF TAIWAN, LIMITED

(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1899.

Capital Subscribed ... Yen 30,000,000

Capital Paid-up ... " 20,000,000

Reserve Fund ... " 5,000,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN--Kobe, Osaka, Tokyo & Yokohama

FORMOSA--Ako, Guean, Kiao, Kanton

Kobe, Kure, Maikou, Pusan, Seoul,

Shanghai, Tientsin, Taiwan, Tokyo

Yokohama.

CHINA--Amoy, Canton, Foochow, Har-

bin, Kowloon, Shanghai, Swatow,

Others--Batavia, Bencoolen, Hongkong,

LONDON, Singapore, Sourabaya,

Semarang and New York.

LONDON BANKERS:

Capital and Counties Bank, London, and

South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Chief
commercial centres of Asia, Manchuria, Indo-
China, India, Philippines Islands, Java, Australia,
America, and elsewhere.

Interest allowed on Current Accounts, Fixed
Deposits, and Savings Deposits at rates which
will be quoted on application.

N. YANAGITA,
Manager.

HONGKONG BRANCH,
5, Des Vœux Road,
Hongkong, 2nd April, 1916. [190]

THE BANK OF CHINA, LIMITED.

(SPECIALLY AUTHORIZED BY PARLIAMENTARY
MAY 1897, 1912.)

Authorized Capital ... \$20,000,000

PAID-UP CAPITAL ... \$10,000,000

HEAD OFFICE--PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI: Nanking, Hankow, Tientsin, Peking,

Wanchow, Wuchow, Amoy, Canton, Hongkong,

Yokohama, Kobe, Osaka, Tokyo, Manila, Cebu,

Iloilo, Batavia, Sourabaya, Semarang, Hong